WEDNESDAY, MAY I 10, 1905.

(ESTABLISHED 1881.)

三年禮

號十月五英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

OKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880. CAPITAL SUBSCRIBEDYen 24,000,000 CAPITAL PAID-UP CAPITAL UNCALLED.....

THE

Head Office: YOKOHAMA. · Branches and Agencies. LONDON. NEW YORK.

TOKIO. NAGASAKI. HONOLULU. SHANGHAI. SAN FRANCISCO: NEWCHWANG. BOMBAY. LIAOYANG. TIENTSIN. PEKING. DALNY. KOBE.

LONDON HANKERS: LONDON JOINT STOCK BANK, LD. PARRS' BANK, LD. THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 1 per cent per Annum on the Daily Balance. Un fixed deposits for 12 months at 5 per cen

TAKEO TAKAMICHI, Manager. . longkong, 29th March, 1905.

LI ONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE FUND. Sterling Reserve \$ 10,000,000 } 518,000,000 RESERVE LIABILITY OF PROPTORS.\$10,000,000

COURT OF DIRECTORS: H. A. W. SLADE, Esq., Chairman. A. HAUPT, Esq., Deputy Chairman. H. Schubart, Esq. Hon. W. J. Gresson. E. Shellim, Esq. G. H. Medhurst, Esq. Hon, R. Shewan. A. J. Raymond, Esq. N. A. Siebs, Esq. F. Salinger, Esq.

CHIEF MANAGER: Hongkong-j. R. M. SMITH. MANAGER:

Shanghai-H. E. R. HUNTER, LONDON BANKERS-LONDON AND CLUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 24 per Cent. per Annum. For 6 months, 34 per Cent, per Anni m. For 12 months, 4 per Cent. per Annum. I. R. M. SMITH, Chief Manager.

Hongkong, 10th May, 1905. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONGAND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 34 Pt

CENT. per annum. Depositors may transfer at their opti-SHANGHAI BANK to be placed on FIXE! DEPOSIT at 4 PER CENT. per aprium. For the HONGKONG AND SHANGHA

BANKING CORPORATION. J. R. M. SMITH, Chief Manager, Hongkong, 1st May, 1902.

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000 HEAD OFFICE—SHANGHAL BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hanko= · Tsinanfu Tientsin Tsingtau

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, Union of London and Smiths Bank, Ltd. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST, allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. M. HOMANN,

Hongkong, 1st April, 1905.

Ansurance.

NURTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. THE Undersigned AGENTS of the above

Class FOREIGN and CHINESE RISKS a CURRENT RATES. SIEMSSEN & Co.

Hongyong, 18th May, 1800

INTERNATIONAL BANKING CORPURATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA. CAPITAL AND SURPLUS

AUTHORISED GOLD \$10,000,000. CAPITAL PAID UPGOLD \$ 3,947,200, HEAD OFFICE:

NEW YORK. LONDON UFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, Union of London and Smith's Bank, Ltd BRITISH LINEN COMPANY BANK. BRANCHES AND AGENTS ALL OVER THE

I HE Corporation transacts every Descrip-tion of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application. CHARLES R. SCOTT,

20. Des Vœux Road, Hongkong, 18th February, 1905.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896

Shanghai Taels SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000

Head Office: -SHANGHAL.

Branches and Agencles. CANTON. PENANG. SINGAPORE. CHEFOO, HANKOW, TIENTSIN. PEKING.

"HE Bank purchases and receives for coliection Bills of Exchange drawn on the above laces, and Sells Drafts and Telegraphic Transers l'ayable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities, Bills discounted.

INTEREST ALLOWED ON DEPOSITS. A per Admum Fixed Deposits for 3 months. E. W. RUTTER,

Mapager. Houghoug, 6th January, 1905. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :- LONDON. RESERVE LIABILITY OF SHARE

NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances. On Fixed Deposits for 22 months, 4 per cent

T. P. COCHRANE, . Hongkong, 19th May, 1904.

ALL SUFFERERS FROM

NERVOUSNESS AND GENERAL DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES \$1.50.

THE PHARMACY, 56, QUEEN'S ROAD CENTRAL,

Hongkong. [52] Hongkong, 28th March, 1905.

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CONTRACTORS OF COAL to the Imperial Tapanese Navy and Arsenals and the State Rellways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS. LONDON and ANTWERP NIA SINGAPORE, PENANG, COLOMBO, PORT SAID and A. L. Valentini..... MARSEILLES PALERMO MOII and KOBE. E. G. Andrews Passing through the Inland Sea).

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

longkong, 10th May, 1005.

Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:-

BRINSMEAD, STEINWAY, BROADWOOD, COLLARD & COLLARD, CHALLEN, DORNER, &C.

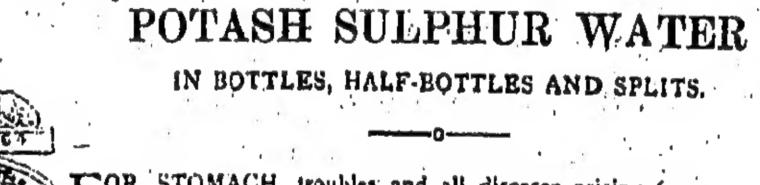
A LL Instruments imported by us are SPECIALLY SELECTED and made for this climate -the CASES are constructed of SOLID SEASONED, WOOD, and the internal mechanism is made from the best materials only,

We have the longest experience in The Piano Trade of any dealers in the East, and are satisfied that Pianos made at home are infinitely superior to any constructed by makers in the

TUNING and REPAIRING attended to by experienced European Assistants. LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905.



IN BOTTLES, HALF-BOTTLES AND SPLITS.

ERAU IECA

TOR STOMACH troubles and all diseases arising from excess of URIC ACID such as Rheumatism and Rheumatic Gout consumers are benefited by drinking the water, it being a perfect alkaline corrective. It mixes well with Wines and Spirits without in any way destroying the

Telephone

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Sole Agents for Hongkong :-

No 75.

CALOBECK, MACGREGOR & CO., 15. Queen's Road.

Hongkong, 28th April, 1905.

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED. AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES. RACING AND CRUISING.

> OUR MOTORS For Reliability, .. Workmanship, Durability, Lightness. Estimates cheerfully given,



OUR PROPELLERS Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies :- GENERAL ELECTRIC CO.

W. H. Allen & Son's; Engineers, Bedford.

Cable Address: "MARINEWORK," Hongkong. Telephone No. 358,

Hongkong, 11t Pebruary, 1905,

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

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Intimations.

something to refresh the body and at the same time nourish and sustain—something to make





YEBISU BEER

Per Case of 8 Dozen Pints -

Sole Agents,

H. PRICE & CO. 12, QUEEN'S ROAD.

JOHN DEWAR SONS & Co., PERTH

Extra Special \$16.00 per case 12/1 White Label \$24.00

> KRUSE & Co. SOLE AGENTS.

CONNAUGHT HOUSE, Hongkong, 1st July, 1904

Hongkong, 14th March, 1905.

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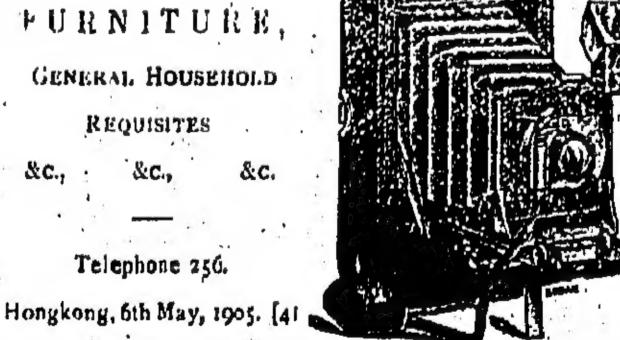
LONG, HING & Co., PHOTO GOODS DEALERS.

17s, QUEEN'S ROAD. Hongkong, 18th August, 1904.

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FURNITURE, GENERAL HOUSEHOLD REQUISITES

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ACHEE & CO.

EASTWANTS

RODARS, FILMS

Accessories.

HONGKONG HOTEL

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Acting Manager

Hongkong, 7th February, 1905.

LITTLE CHANGE. The round trip from Hongkong to Mauao, thence

to Canton and back to Hongkong, will be found interesting and enjoyable. WM. FARMER, Proprietor,

HONGKONG, CANTON, MACAO AND

WEST RIVER STEAMERS. JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION

COMPANY, LTD. HONGKONG-CANTON LINE.

W. A. Valentine. " C. V. Lloyd. "HANKOW,"3,073 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10,30 P.M. (Saturday excepted). Departures from Canton to Honokono daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE. Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer

Time-table). Departures on Sundays at Noon, Departures from Macao to Hongkong daily at 8.A.M. Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGA-TION COMPANY, LTD., AND THE INDO-CHINA STRAW NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

FARES :- Canton to Wuchow Single \$15.00. Return \$25.00. Canton to Tak HingSingle \$12.50, Return \$21.00. Canton to Samshui......Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN"........Capt. B. Branch. S.S. "SANUI"......Capt. H. Black. Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiuhing and Tak-Hing. Departures from Wuchow about three times every week

calling at the same ports. FARES :- Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

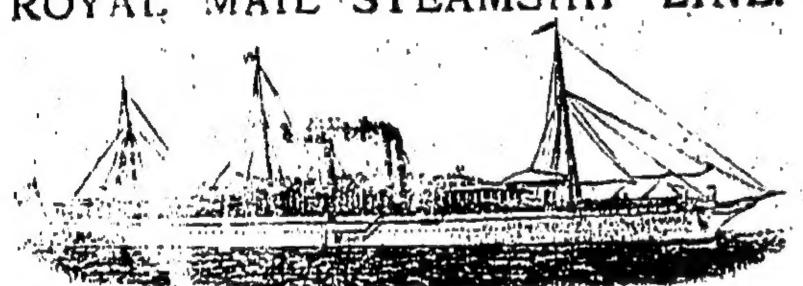
S.S. "TAK HING"...Capt. R. Birss. S.S. "HONGKONG"...Capt. Maxfield Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

Hongkong to KumchukSingle \$7.00 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE. Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 26th April, 1905. CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE HETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(UALLING AT SHANGTAL, NAGASAKI, KOBE, YOKOHAMA & VIGTORIA, ILC.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION). R.M.S. "ATHENIAN"...... 2,440 Tons...... WEDNESDAY, 24th May. "EMPRESS OF CHINA"... 6,000 , WEDNESDAY, 31st May. "EMPRESS OF INDIA" ... 6,000 " WEDNESDAY, siet June. "TARTAR" 4,425 " WEDNESDAY, 5th July. "EMPRESS OF JAPAN"... 6,000 " WEDNESDAY, 12th July,

Hongkong to London, Intermediate on Steamers, and 1st Class Rail

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN. COUVER [B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 10th May, 1,05.

D. E BROWN, Genera! Agent, 9. Padder's Street. ..

HAMBURG-AMERIKA OSTASIATISCHER DIENST

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFEMBAGEM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENCA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SAILING DATES. DESTINATIONS. SEGOVIA HAVRE, BREMEN and HAMBURG.] 11th May. | Freight. Schoenfeldt (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. C. FERD. LABISZ 12th June. Freight. 'von Hoff [(Calling at S'PORE, PENANG & COLOMBO).] HAVRE and HAMBURG. 28th June. Freight. BRISGAVIA Russ (Calling at S'PORE, PENANG & COLOMBO). HAVRE and HAMBURG. 12th July. Freight, Hildebrandt [(Calling at S'PORE, PENANG & COLOMBO).] HAVRE and HAMBURG. 26th July. Freight. (Calling at S'PORE, PENANG & COLOMBO). NEW YORK VIA SUEZ, and June. Freight. NUBIA Habel with liberty to call at the Malabar coast.

For further Particulars, apply to

Hongkong, 9th May, 1905

HAMBURG-AMERIKA LINIE. HOYGKONG OFFICE. No. 1. Oneen's Buildings.

60, QUEEN'S ROAD CENTRAL.

HE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast, and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others. of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources, Hongkong, 16th November, 1904.

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STEAM FOR

SINGAPORE, PENANC, COLOMBO, ADEN, SUEZ, PORT SAID, MAPLES, GENOA ANTWERP, BRENKN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at GIRRALTAR and SOUTHAMPTON to land Passengers and Luggage.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River,

Special attention is drawn to their Superior Saloon and Cabin accommodation.

(SUBJECT TO ALTERATION.)

STEAMERS. ROON BAYERN	SAILING DATES.
ROON	WEDNESDAY, 24th May.
RCVERN	WEDNESDAY, 7th June.
ZIRTEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
CACHSEN	WEDNESDAY, 19th July.
ZIETEN DARMSTADT SACHSEN SCHARNHORST PRINZ HEINRICH	WEDNESDAY, and August.
DDINZ HRINRICH	WEDNESDAY, 16th August.
PRINZ HEINRICH PRINZ EITEL FRIEDRICH PREUSSEN ROON BAYERN GNEISENAU PRINZESS ALICE	WEDNESDAY, 30th August.
DDEIICCEN	WEDNESDAY, 13th September.
POON	WEDNESDAY, 27th September.
DAVERN	WEDNESDAY, 11th October.
CMPICONATI	WEDNESDAY, 25th October.
DDINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December,
S STATES SOUTH AND A STATE STATE OF THE STAT	Attended to the state of the st

O'N WEDNESDAY, the 24th day of May, 1905, at Noon, the Steamship "ROON," of the NORDBEUTSCHER LLOYD, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd May, and from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 23rd May.

Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 23rd May.

Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Cubic Feet in Measurement The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE. VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

> PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

1	- STEAMERS		TONS.	SAILING	DATES.	-	
	DETAIT SIGISMIIND	***********	3,302	TUESDAY,	30th May.		
1	WHYDUAD			IUESDAY.	2710 1486.		
	PRINZ WALDEMAR	************	31227	Castrica	-3m lary		

On TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Long, with Mails, l'assengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

> SAILINGS OUTWARDS. & AUSTRALIAN

KOBE & YOKOHAMA WILLEHADTUESDAY, 6th June. SHANGHAI, NAGASAKI, ZIETENWEDNESDAY, 24th May. KOBE & YOKOHAMA SHANGHAI, NAGASAKI, DARMSTADTWEDNESDAY, 7th June.

NORDDEUTSCHER For further Particulars, apply to

Hongkong, 10th May, 1905.

MELCHERS & CO.,

A-CHINA-JAPAN REGULAR FOUR-WEEKLY SERVICE JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
				entires trade 11
TJIPANAS	JAVA PORTS	First half June	JAPAN VIA SHANGHAI	June
TJILATJAP	JAPAN	Second half May	JAVA PORTS	Second half
тиман1	JAPAN	First half June	JAVA PORTS	First balf

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, amply to THE HEAD AGENCY

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor. Hongkong, 1st May, 1905.

Intimations.

WAYS COMPANY, LIMITED. TIME TABLE. WEEK DAYS. 7.00 a.m. to 7.30 a.m. ... Every 30 minutes. 7.30 a.m. to Boo a.m. .. Every to minutes.

LIONGKONG HIGH-LEVEL TRAM-

8.00 a.m. to 8.30 a.m. Every 15 minutes. 8.30 a.m. to 0.30 a.m. ... Every 10 minutes. 9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every to minutes. 2.15 p.m. to 3.00 p.m. ... Every 15 minutes. 3.30 p.m. to . 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 8.00 p.m. ... Every 10 minutes, NIGHT CARE. 8.45 p.m. and 9 p.m., 9.48 p.m. to 11.15 p.m. every half bone,

BUNDAYS. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 s.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m Every to minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to doc p.m. ... Every to minutes. 0.00 p.m. to 7.00 p.m ... Every 15 minutes.

7.00 p.m. to 8.00 p.m. ... Every to minutes.

Hongkong, 19th December, 1904.

NIGHT CARS as on Week Days. BATURDAYE. Extra care at 11.30 and 11.45 p.m. BPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS. Des Voeux Road Central IOHN D. HUMPHREYS & SON, General Managers.

F. BLACKHEAD & CO., HIP-CHANDLERS, SAILMAKERS. COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTOR. AND GENERAL COMMISSION

AGENTS, GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONS SOAP AND SODA MANUFACTURERS'

SOLE AGENTS FOR LI ARTMANN'S RAHTJEN'S GENUINE II COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

Sole Agents jur PERGUSEN'S SERVIAL CREA

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES. Hongkong, 7th March, 1904

Buting tions.

VILLINES. THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blooks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description,

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th). Yokohama, May 11th, 1903.

N. M. HOLMES, C. E., C. W. MEAD, C. E., Vice-President and . President and Shanghal Manager. Hongkong Manager.

General Manager, Manila.

A. F. CARRICK, C. E.

On all Railway

or Proposed

CONSTRUCTION COMPANY. CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG. Railway A Speciality made Hydraulic. Examinations of Reinforced Concrete . Mining and and Concrete Piles. Sanitary Engineering. Hongkong, and February, 1905.

Reports and Construction Works. MINIMAX"

Surveys

MINIMAX SYNDICATE. LIMITED. LONDON, NEW YORKWBERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO..

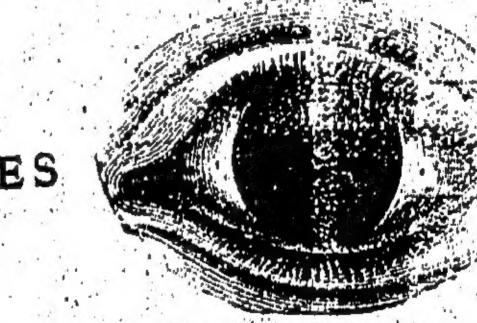
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO HOSE. Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time. SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet. IMPORTANT POINTS FOR CONSIDERATION.

Minimum of Price, Weight and Size.

Hongkong, 10th May, 1905.



RIGHT.

OPHTHALMIC OPTICIAN, 10. D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Spectacles for all requirements. All kinds of Repairs. Ask, or write, for Illustrated Booklet on " Defective Sight "-free. Shanohai, 566, Nanking Road 59, Bentinck Street. ar, John Street, Bedford Row, W.C. Hongkong, 24th March, 1904.

Potels.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &o., apply to the

Hongkong, and July, 1900 FOR HOTEL COMFORT AND THE BEST BILLIARDS

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN

EVERY ROOM: EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOOM. Houghong, 19th May, 1904.

AN APPEAL

THE SUPERIORESS of the ITALIAN L. CONVENT, CAINE ROAD, begs most espectfully to APPEAL to the Residents of Hougkong and the Coast Ports, for their kind atronage and support, and desires to state that he will be pleased to receive orders for all kinds MEZDLE WORK,

Gentlemen's Shirts made to order, and Cuffs nd Collars renewed on old ones. Ladies and Children's Under-clothing, Chil-

dren's Dresses, and all kinds of Embroidery. Materials can be supplied, if required, The Superioress will also be most grateful

for any Paper, or old ENVELOPES to be made late Books for the Children of the Poor Schools, who are taught by the Sixters.

Hingknog as id April, 1804

Intimation.

LIMITED.

-ALEXANDRA BUILDINGS.-

FURNISHING DEPARTMENT,

(FIRST FLOOR BY LIFT.)

NEW LACE

> MUSLIN CURTAINS.

DAINTY UPHOLSTERING AND

LAMP SHADES!! CANDLE SHADES!

CI COTDIO. CLCU I NIU-SHADES!!!

> DAINTY A N D

ELEGANT.

Prices from 50 cts. to \$27.50 each

A Splendid Variety of

GROCKERY

comprising TOILET SETS. DINNER SERVICES JUGS,

CUPS & SAUCERS

A Selection of

DAINTY GLASS FLOWER

HONGKONG,

Hongkong, 8th May, 1901.

Notices of Firms.

NOTICE.

WE have this day WITHDRAWN our POWER OF ATTORNEY in favour of Mr. ERNEST J. MOSS, the late Manager of our Foochow Branch, who is no longer in the employ of our Firm.

DODWELL & CO. LIMITED. Hougkong, 8th May, 905.

NOTICE.

X/E have authorized Mr. FREDERICK SALINGER to Sign our Firm from this date. REISS & Co.

Hongkong, 5th May, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver, to sell by PUBLIC AUCTION, .. TO-MORROW,

he 11th May, 1905, at Noon, at Ciuseway Bay. THE Steam Laungh

"COMPETITOR," formerly known as "COURIER."

PARTICULARS: Length between l'erpendiculars ... 53 ft. 8 in. Breadth Extreme Denth Moulded 5 % 3 in. Neit Tonnage 10 ... Working Pressure too lbs. Boi'er-Steel 4 ft. 6 in. Diameter 6 ft. 5 in. long. Engines-Compound, Non-Condensing. Cylinders-H.P 71", L.P. 14", troke 9".

A Steam Launch will leave BLAKE PIER at 11,30 A.M. to convey intending purchasers. TERMS :- As usual.

HUGHES'& HOUGH, Government Auctioneers. Hongkong, oth May, 1945.

PUBLIC AUCTION. THE Undersigned have received instructions

to sell by PUBLIC AUCTION," FOR ACCOUNT OF THE CONCERNED,

FRIDAY AND SATURUAY, the 12th and 13th May, 1905, commencing each

day at a P.M. sharp, at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

A YERY FINE COLLECTION OF JAPANESE CURIOS & WORKS, OF ART, Comprising :-

SILK-EMBROIDERED PALACE and TEMI LE CHANGINGS, BED COVERS, CUSHIONS, Very Fine SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZE and BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD and SILVER CLOISONNE WARE, IVORY CARVINGS, GOLD LACQUERED CABI-NET, &c., &c., &c.

Catalogues will be issued. TERMS :- As usual,

HUGHES & HOUGH, Auctioneers.

Houghing, 5th May, 1905. PUBLIC AUGTION.

BY ORDER OF THE MORTGAGEE,

VALUABLE LEASEHOLD PROPERTY situate at Caine Road, Victoria, Hongkong,

> FRIDAY the 12th May, 1905, at 3 P.M.,

Mr. GEO. P. LAMMERT, Auctioneer,

at his Sales Rooms, Duddell Street. THE Premises are Registered in the Land Office as Section A of Inland Lot No. 423 and Section A of Inland Lot No. 523 with the Messuage and Buildings thereon, known as "DINDER," No 51, Caine Road, and contain in the whole 29,138 square feet, and are held from the Crown for the residues of the respective terms of 999 years. Annual Crown Rent \$76.65.

sale, apply to-EWENS & HARSTON,

Rolicitors for the Mortgagee, or to

GEO. P. LAMMERT, Auctioneer.

Hongkong, 5th May, 1905.

GOVERNMENT NOTIFICATION

DARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Covernor, of One Lot of CROWN LAND above Conduit Road, in the Colony of Hongkong, for a term of 75 years, commencing from 10th July, 1893. PARTICULARS OF THE LOT.

of Sale		LOCALITY.	Houndary Measurements,			ta in Feet	Rest	Price.	
No. of			N.	Ø.	B,		Square	Авен	Uper
1	744	7	ft.	1.	ft.	1.5		1	8
1	Island Lot No. 1,	Condair Re	85'	OI,	6.70	75	8,568	60	1,265
	Hon	gkong, 6tl	M	ay,	190	5	,		548

A FOOK & Co.. 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING:

LL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicita. Hongkong, 23rd February, 1905.

THE BENEFICENT BANANA.

BY HAROLD CRICHTON-BROWNE.

Professors of Dietetics tell us that the banana s not, as so many fruits are a flavour and nothing more, but a food and a source of real nutriment. It is at once useful and delicious. It not only gratifies the palate, but supplies material for combustion and the maintenance of, animal heat; while it also builds up the murcles and repairs the worn and threadbare of these days we may have fruits superior to nerves. The flour made from It in the dried state is equal in nutritive value to rice, and how, invigorating and sustaining rice is has been demonstrated in the recent achievements of the Japanese. Dried and sprinkled with sugar, a form in which it has been recently introduced into this country, the upstart banana is, weight for weight, as nutritions as the venerable fig.

But it is in the fresh state, clad in its primrose tunic-the stripping off of which is in itself. fascinating operation—that the banana chiefly appeals to us. Its creamy succulence and delicate odour are inviting, and its pleasant sapor is a prelude to good digestion. Dependent as that sapor is on an otheral body which the coal-tar investigators have not yet been able to imitate by any chemical essence, it is a subtle stimulus to all subsequent alimentary processes. And thus it is that the banans is an eminently digestible food. No sense of oppression or drowsiness follows on a meal of it, and a meal of it may be bulkly enough. I have seen a West Indian negro consume twenty stalwart bananas at a sitting and thereafter display unwonted vivacity. -seems to be mainly absorbed by the stomach. and this fact, together with the small amoun of waste matter it contains-95 per cent, of its substance possessing nutritive properties-has led a number of American physicians-Dr. Usery, of St. Louis, being prominent amongst them-to recommend it as a food in typhoid fever. Its employment under such circumstances, it is said, ensures through the stomach an adequate supply of bland nourishment, without imposing any strain upon the attenuated and abraded alimentary canal. In other diseases and in certain dyspeptic disorders a banana-cure, like the grape-cure, may prove profitable, and it seems just possible that this mild and gentle fruit may become a powerful auxiliary to our temperance reformer. It mixes badly with alcohol in any form, and becomes indigestible when taken with spirits, and it is alleged that the habitual user of it diminishes the drink craving where that exists. This remains to be tested by experiment, but Captain Parsons, of the Port Kingston, of the Direct Imperial line, assured me that since the men on his ship, seamen and stokers, have been allowed to partake at discretion of the banan is which always form a considerable part of the cargo, the consumption of alcoholic beverages have been greatly reduced.

Perhaps some of the salutary effects of the banana may be due to the tract of copper it contains. A little iron is ersential to the blood, and a little copper may subserve some useful purpose in the human economy. It subserves a highly ornamental purpose in the case of some of the birds. The brilliant red of the wing feathers of the turneos is due to a colouring matter containing copper derived from the [539] banana, or its twin brother the plantain, upon which these birds exclusively feed. The banana cannot be recommended as a cosmetic. The coloured races who have hitherto been chiefly addicted to it have no complexion to speak of, and the scarlet pigment in the wings of the turacos being soluble in water is apt to be washed out by a shower, but, perhaps, by

its wholesomeness as a food it may contribute to cutaneous clarity, The banana is not what is called an acquired taste. An appreciation of it is not reached through slow stages of diminishing repulsion, but comes at the moment of first introduction. It is acceptable at all ages. The infant absorbs it greedily; children devour it with delight, the adult does not despise it, and the edentulous octogenarian blesses its agreeable tenderness. And fortunately the appreciation of its merits is spreading rapidly. Not so long ago it was a delicacy in the compôte of the rich man. To-For further particulars and conditions of day it is to be seen on the huckster's barrow in all our large towns, and it is to be hoped that the supply of this most wholesome and delectable food will increase rapidly, while the price of it diminishes, so that an ample supply of t may be brought within the reach of all, Thanks to the establishment of a direct line of steamers, bananas are now being brought from Jamalca in prime condition-bananas, too, of unsurpassed excellence. The people of this country, having been accustomed to the smaller banana brought from the Canaries and Madeira, were at first prejudiced against the larger, fruit of the West Indies. But having eaten bananas both in Madeira and Jamaica, I can testify that those grown in the latter island are as regards sweetness, flavour and keeping qualities on a par with the finest the former can produce, and as they are larger they are cheapor as a food. Nothing can be more delicious than the Martinique banana—that is the banana grown in]amaica--in its native home, and now by the care bestowed on it during transit, when the temperature around it is regulated from hour to hour, it can be distributed in this

country while at its best. The Americans have learned the merits of Jamajca bananas. Before the hurricane of August, 1903, no fewer than twenty-one boats per week left Jamaica for the United States laden with bananas, and, notwithstanding the devastation then wrought, the export to the United States is now larger than ever. But Jamaica is capable of meeting all our requirements as well as those of America, and it ought to encourage us in the use of her bananas to remember, that the development of her fruit trade will be of great benefit to this long-suffering and much suffering colony. Brighter days are dawning on that highly saccharine island, and her prosperity will be hastened and heightened if the people of this country will only do justice to her

I have said that as food nothing can be [62] better than the Martinique banans, but if other

varieties are desired she will not be slow to furnish them. We have fancy biscuits as well as bread, and if the Martinique banana be thought too solid and substantial for the dessett table, there is the smaller Chinese banana, or the pretty little Almeido, with its fingers only three inches long, making a dainty and decorative dish. Experiments are being carried on by Mr. Fanwett at the Hope Botanical Gardens with other varieties, so one any which we now possess,

COMMERCIAL

Seiling.

TO-DAY'S EXCHANGE.

£	t is a second of the second of
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	Do 4 months' sight
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	Germany-Bank T.T
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ı	30 days sight San Francisco & New York 46
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	30 days sight Sydney and Melbourne 1/11 1/16
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Intimations.

HERMANOS.

MERCHANTS, JEWEL LERS AND WATCHMAKERS.

BASTMAN'S

KODAKS and FILMS. Sole Agents In: "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS"

> guarantee given to every purchaser IN QUEEN'S RUAD.

> > Waterin's Building.

WISE MAN THE BUYS A "SINGER"; IT'S TRUE

ECONOMY. YEARS' GUARANTEE;

> FREE INSTRUCTION : EASY PAYMENTS

It's something you need.

SHOW-ROOMS:---I, WYNDHAM STREET. Hongkong, 25th March, 1905. A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so in a peak, is musacked by the relentific for the comfost and happiness of man Faciouse has indeed made giant strikes during the past century, and among the -by no means least important—discoveries in medicine comes that of Therapion, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable l'atent piedicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, lobert. Velpeau, Mal-onneuve, the well-known Chasesignae, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who requiresuch a remedy we think there is no doubt. From the time of Aristotle downwards a policin agent in the removal of these diseases has like the famed phisinsopher's stone)been the object of scarcinal some hopeful generous minds; and ar beyond the mere hove; will such could not have been discovered—of the minding the boser metals into gold is surely the absorptions of the countried real in the one onse, and in the other so effectually, spredily and safely to expet from the system without the aki, or even the knowl tike, o'n second party, the polsons of acquired or i heriter disease inall their protean forms as to leave notated or trace behind. Buch is Then werench its medy Therapion, which may certainly rank with, if not take precedence of many of the discoveries of our day, shout which no little out mation and noise have been made. and the extensive and ever-increasing demand that has been created or this medicine wherever intro-

has been created or intermedicine wherever intro-duced apprais to prove that it is destined to cast into oblivi in all these questionable remedics that were formedly the sole reliance of medical men. Theraplor way he obtained in England direct from the proprietor, and of the principal Chemists and Merch are throughout the Colonies, India, Chine, Japan Se. not were excluding such remote all-trivia as Central Africa, the Pill Islands, St. Sold by A. S. WATSON & Co., Ltd.,

Hongkong, China and Manila.

FURNITURE WARBHOUSE.

KWONG LOONG,

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE

No. 45, DRS VOLUX ROAD CENTRAL. The only Shop in Hongkong with this name.

IXTHERE HIGH-CLASS FURNITURE VV of every description can be made to order ju gny design required. 🚈

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c.,

Messrs. A. S. Watson & Co., Ltd. write as

"We have pleasure in stating that Mr. LI-KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfac-(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate. AN INSPECTION INVITED. Hongkong, 6th December, 1904.

Intimations.

PRAYA EAST RECLAMATION,

ARINE LOT OWNERS interested in the above are invited to attend a MEETIN to be held in the old Chamber of Commerce Room, City Hall, on SATURDAY NEXT, the 13th instant, at 3 o'clock P.M.

C. P. CHATER. Hongkong, 8th May, 1925.

WANTED.

FOR a GERMAN GENTLEMAN in English Family Board and Residence. Apply to-

"A. S." Clo Honghong Telegraph. Hongkong, 29th April, 1905.

BELL'S ASBESTOS EASTERN AGENCY.

LIMITED. BRANCH REGISTER OF MEMBERS REGISTER has this day been established under The Companies (Colonial Registers) Act 1883 and will be kept at the Office of the Undersigned who are duly authorised to exer-

pany in relation to transfer of Shares entered in such branch register, Dated this First day of May, 1905. BRADLEY & Co. 524]

cise all the powers of the Directors of the Com

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 72. Removal of the Tai-shok Barrier, Back Reach.

NOTICE is hereby given that the Steam Dredger "CANTON RIVER" will commence work at the TAI-SHEK BARRIER on or about the 20th inst.

Masters of vessels should continue to navigate the Old Channel until further notice, slow down when approaching the Barrier and pass only at such a rate of speed as is compatible with safety,

Dredging operations will be commenced at a position 400 feet to the South of the present

The Dredger will exhibit by night the usual lights of a vessel at anchor, i.e., A white anchor light forward and a stern light. J. HOWELL MAY,

Harbour Master. Approved: F. J. MAYERS. _ Acting Commissioner of Customs.

Custom House,

Canton, 9th May, 1905. CAFE WEISMANN.

TIFFIN ROOMS. The only place of its kind in Hongkong.

THE Public are invited to pay a visit to

OUT HOW

A VERITABLE FAIRY LAND. REAL GERMAN FASS HEER ON

DRAUGHT. NO. 1A, WYNDHAM STREET,

Hongkong, 22nd April, 1905.

THE NEW FRENCH REMEDY

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Roston, Johert, Velpesa and others, combines all the desiderate to be sought in a medicine of the kind, and surpasses overything hitherto

short time, often a few days only, temores addischarges from theurinary organization that ly superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel cough, bronchills, authors, and some of the more trying complaints of this kind, it will be found astonishingly efficacions, affording prompt relief where other well-tried can dischare been powerless. THERAPION NO. 2 for the blood scarcy punds of strategic parts and swel-

lings of the joints, so and en symptoms, gout, thoumatism, and all ducates for which it has been too much a fashion to employ mercury, sar equivilla, fee, teethe destruction of sufferers' teeth god to a fit health. This preparation purification whole appearance in the holds. I and thoroughly eliminates every passence, earlier from the body. THERAMON WHAT SEPTEMBER AND AND THE PROPERTY OF THE PROPERTY O distressing consequences of early cross paress, residence in hot, unhealthy cilinates, Sec. It possesses surprising power in restoring strongth and eight to the debilitated. Merchants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above. Trails Mark, which is a facturate of word. Then appears on the British

Conveniment Stance the white better on a red ground; affixed to every package by order of the Majesty's Hon Commissioners, and without which it is a largery, Sold by A., S. WATSON & Co., Limited,

Hongkong, Ching and Manile. THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

DORTRAITS, GROUPS and ENLAR GING and COPYING in all Sizes. LARGE SELECTION OF VIEWS ALWAYS

ON HAND

PRICE VERY MODERATE. Hangkong, 15th September, 1903.

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Le Hous Rord. now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS

a speciality, Hongkong, sand Septembi, 1708

Antimations.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

FINAL NOTICE.

A LL SHAREHOLDERS who were entitled to a proportion of the NEW ISSUE and who have not applied for such must apply

immediately. Interest will be charged at the rate of Twelve per cent. per annum on \$10, the amount payable in respect of each Share from the 31st day of March, 1905.

No Application will be received after the 31st day of May next.

SHEWAN, TOMES & Co., General Managers

Hongkong, 26th April, 1905.



its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

Sole Agents for Far East, Howard & Co., 29, Des Vœux Road, Central, Hougkong. Agents wanted in every port.

HOWARD & Co.



DOUBLY DISTILLED

MATURED AGB,

Des Voeux Road, Hongkong, 11th May, 1904.



BARRETTO & Co.

General Agents, Hongkong,

GUINNESS'S STOUT. "THE CELEBRATED PIG BRAND

STOUT " is the Finest Bottling of Guinness's Stont.

is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

STOUT"

STOUT * is not medicated nor chemicalized. "THE CELEBRATED PIG BRAND

"THE CELEBRATED PIG BRAND

Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

STOUT."

"THE CELEBRATED PIG BRAND BTOUT."

Pig Brand Stout may be recommended by medical men to their most delicate patients,

"THE CELEBRATED PIG BRAND STOUT." Pig Brand Stout has been celebrated for thirty years in the leading Colonial and

Foreign Markets. "THE CELBBRATED PIG BRAND

Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's. Per cask of 8 dozen prints \$24.00 " 4 " quarts \$19.00"

> Agents, Nos. 12 & 24, Bank Buildings, Queen's Road Central.



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

For particulars and terms, apply to-

Hongkong, 24th November, 1904.

ESPECIAL: Marshall and



TO BE OBTAINED FROM-THE MUTUAL STORES,



"THE CELEBRATED PIG BRAND

"THE CELEBRATED PIG BRAND

STOUT " Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

THE CELEBRATED PIG BRAND

Pig Brand Stout gently assists digestion. "THE CELEBRATED PIG BRAND" STOUT," Pig Brand Stout is a food as well as a drink,

STOUT."

BARRETTO & Co.,

Hongkong, 16th March, 1965

Untimations.

WATSON & CO.

LIMITED.

ESTABLISHED A.D 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S CELEBRATED

WHISKY GREAT AGE MATURE,

MELLOW

FINE FLAVOUR.

A Blend of the Finest Pure Malt Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co. LIMITED,

Hongkong, 1st April, 1905.

JOHN ROBERTSON & SON, LD

J. R. D.

WHISKIES WHICH WE SELL

HAVE BEEN AWARDED

GOLD & SILVER

MEDALS,

AT THE

CAPE TOWN INDUSTRIAL

EXHIBITION.

DOES THIS PROVE OR NOT THAT

WE SELL ONLY THE BEST?

WINE MERCHANTS,

HONGKONG.

Hongkong, 10th May, 1905.

"The HUNGKONG TELEGRAPH " should be addressed to The Editor, I, Ice Hofee Hoad, and should be accompanied by the Writer's Name and

Ordinary budness communications should be addresses to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE). DALLY-\$80 per annum. WEEKLY-\$13 per annum.

The rates per quarter and per measure, proportions The daily issue is delivered free when the address accomble to movinger. On copies sant by post an additional \$1.80 per quarter is charged to rivetage. The postage on the weekly issue to any part of the

world is 30 cents per quarter. Bingle Copies Daily, ten cents: Weekly, twentyfive cente.

BIRTH. On the 29th April, at Singapore, the wife of A. L. R. VAN RENESSE, of a daughter. MARRIAGE.

On the 27th April, at Singapore, BERTI CECIL MARSH, to FLORENCE MARY WIL LIAMS-ROBERTSON, niece and adopted daughter of Colonel, Robertson, of Melbourne, Australia.

DEATH.

On the 28th April, at Kuala Lumpur, MAR GARET ANNABEL, wife of Logan Tod.

(he Pongkong Celegraph

HONGKONG, WEDNESDAY, MAY. 10, 1905.

KAMRAHN AND HONKOHE BAYS

During the past few months there, has been a great shifting of the balance of power in Europe, owing, first, to the war between Russia and Japan, and, secondly, to the entente cordiale between England and France. Everyone must have noticed that the Dual Alliance between France and Russia has been growing weaker day by day, and although much has been made out of the alleged breach of neutrality on the part of France in permitting the Baltic Fleet to remain for so long in territorial waters along the Annam Coast, the reassuring statements from the Government of Indo-China should go far towards minimising the danger of international complications, which at one time looked so threatening. It is but natural that the Japanese Government should regard the coaling of the Baltic Fleet in such waters as a serious breach of neutrality, and in the earlier stages of the squadron's Glery, Ocean and Centurion, the cruisers long journey to the Far East undoubtedly communicated with the several European governments in this sense. These communications were viewed in the nature of formal protest, and the Governments addressed have certainly been given to understand that, in the, now improbable, event of the fleet doing damage to Japanese commerce claims for compensation would, be lodged against the Powers concerned by the Mikado's Government. Meanwhile, the British Admiralty have not lost sight of the possibilities of complications arising and long since caused inquiries to be made. with the view of ascertaining the particulars of all the ships, with their crews, of British register and origin, attending the Russian warships as transports or colliers. It was recognised in official quarters that the capture or sinking of any of these British ships might raise very delicate questions, notwithstanding, of course, that such ships by engaging themselves to the Russians, might have placed themselves out of British jurisdiction. It may be assumed, however, that vessels engaged in this trade, after discharging their cargoes will clear out to neutral ports as in the case of couple of colliers arriving here yesterday, as it may be taken for granted that nine-tenths of them would be unable to offer any resistance to the Japanese who would capture rather than sink them. When once the transports have discharged their cargoes and left the dangerous vicinity of the Russian fleet and entered a neutral port such as Hongkong, the difficulty of again getting off with a con-

LOCAL AND GENERAL.

traband cargo will be found to be more real

than apparent.

THREE further cases of plague were notified as having occurred in the Colony during the past twenty-four hours.

THE chaplain of the Missions to Seamon begs F. B. Charlton, for service as a torpedo-depôt to acknowledge with thanks the following gifts to the Seamen's Institute, Wanchai:-R. A. B. Ponsonby Esq. 2 parcels of books for the library; the proprietors of the Honghong Telegraph, China Mail, Daily Press, and S. C. M. Post one copy of the paper daily, and Messra. [33 | Gregor & Co, one case of lemon squash.

NEGOTIATIONS are, says the British North All communications intended for publication in Borneo Harald, in progress with the Sabah S. S. Company, by which it is hoped that Sandakan will get a weekly mail service. The N.D.L. steamers run regularly every fortnight and the Sabab boats will probably follow seven days after each N. D. L., instead of leaving Sandakan on the 1st and 16th of each month at

> THIS morning Sergeant Watt placed Ch Heung, a youthful Chinaman, before Mr. F. A Hazeland, on the charge of loitering about the grounds of the Government Civil Hospital, about half-past ten o'clock last night. He had no plausible defence to set up, and His Worship sentenced him to pay a fine of \$100, or three months' imprisonment, and six hours' exposure in the stocks.

A VERY diminutive Chiquese boy and an ordinary-looking Chinaman were this morning placed by Inspector Gauld before Mr. G. N Orme, the lad charged with stealing two vases from a Japanese curio dealer, Praya East, and the latter, a second hand furniture dealer, o 40A, Lower Lascar Road, with receiving the same well-knowing them to have been stolen. The man said he bought them from the boy for \$3, but the boy said he was only paid \$1.30 for the vases. The boy admitted his theft of the same. The case was remanded, the lad custody, the man being released on bail of \$500

A PROSPECTUS is issued by the Associated Newspapers, Limited, with a capital of one million six hundred thousand pounds, for the purchase, carrying on and developing of the Dully Mail, established in May 1896; the Illustrated Mail, established in July 1899; the Overseas Mail, established in November 1924 the Evening News, in 1881; the Weekly Despatch in 1901, all balonging to the Harmsworth Brothers. The profit thereon averaged a hundred and fifty-two thousand pounds per annum from October, 1871, to October, 1894. The purchase price is one million and three hundred and seven thousand pounds, of which one mil-. tion and seventy thousand is for the goodwill.

THE April number of the South China Colle gian contains much interesting material and quite a number of portraits of those associated with the teaching of the rising generation of China. The Rev. J. A. Silsley, secretary of the committee, furnishes an account of the fifth triennial meeting of the Educational Associa tion of China, and remarks upon the "wonderful apportunities to influence the youth of this great empire through educational institutions and to prepare them for useful and important positions in church and state." Mr. W. W. Yen writes on the educational outlook Shanghai, and another contributor has much of interest to say in connection with the school for blind girls at Kowlson. An editorial on teaching religion is a feature of the magazine.

NAVAL NUTES.

At 11.15 a.m. to-day the British battleships Hogue and Andromed and a torpedo boat destroyer left the Admiralty anchorage and proceeded through the Lyemum Pass to Mirs

Shortly after three o'clock this afternson another British destroyer left the harbour via the Lyemun Pass, presumably to join the

THE "SULLY."

From the Courrier Saigonnais we learn that no attempt will be made to refloat the Sully assistance of the cofferdam now on its way to perilous position. The meteorological report of to-day's date forecasts fine weather and, as it is expected that, at the outside, the Robert Cooks, with the pontoon will not take more than five days to reach the scene of the wreck with the continuance of favourable weather conditions success may attend this last attempt to salve the valuable warship.

FIRE AL KONLOON.

Quite a stir was occa loned in Kowlood shortly before twelve o'clock to-day when became known that a fire had broken 'out on the water front. Thick clouds of white smoke were seen rolling up close to the Hongkong and Kowloon Wharf, and Godown Co.'s premises, and it was at first thought that one of the godowns was in flames." It soon became known that this valuable property was not even threatened as the fire was confined to a matshed at Tsim Tsa Tsui, erected at the foot of the small hillock on which outbreak occurred some two years ago. The Fire Brigade in charge of Capt Lyons went across the harbour and with the aid of the Yaumati police and a couple of steamers soon had the flames subdued. It is believed that the origin of the fire was due to spontaneous combustion in a quantity of coal stacked in the The damage does not amount to much.

> NEW DEPOT SHIP FOR HONGKONG.

Among the arrivals of naval ships this morning was H.M.S. Becla which was commissioned at Portsmouth early in March by Captain E. and repair ship on the China Station. She was recently re-fitted throughout, and her workanean Station; and was in the bombardment of Alexandria on July 11th, 1882, She will be stationed permanently at Hongkong.

THE BALTIC PLERI

FULL SPEED WITHOUT LIGHTS.

Reports of the movements of detached portions of the Japanese fleet in Northern waters continue to be brought by incoming steamers. The Norwegian ship Dagny which entered port at half-past seven this morning reports that a fow days after leaving Chefoo, when to the east of Formosa a small ship believing to be Japanese torpedo-boat destroyer was observed under full steam with all lights extinguished.

THE THIRD SQUADRON,

Captain Davies, of the s.s. Ningchow, which left Singapore on the 5th inst., and arrived in port at noon to-day, reports that according to signal the Third Bultic Squadron, consisting of four battleships and two cruisers and about seven colliers passed through Singapore at 5 n.m. on that diy. On the vivage up he saw nothing of either the Russian or Japacese

HONGKONG AND SHANGHAL BANK.

Owing to his departure for home, Mr. H. E. Tomkins, chairman of the Hongkong & Shanghai Banking Corporation, resigned his sent on the Board of Directors Mr. H. A. W. Slade, deputy chairman, has been elected chairman in his place, and Mr. A. Haupt has been elected deputy chairman. Mr. F. Salinger (of Messre Reiss & Co.) has been appointed to the seat on the Board vacated by Mr. Tomkins.

HOMEWARD BOUND

ROYAL MARINE DROWNED.

THE VOYAGE OF THE "BARFLEUR."

[From Our Correspondent.]

Perim Island, 16th April.

On Friday, the 7th inst., H.M.S. Barfleur lest Colombo and shaped a course for Ferim

heard. The patent life busy was at once | the management of cases, the butning or dis and lowered as quickly as possible, and by be obtained. If possible, but insures the valids had jumped overboard. This proved into camp till the outbreak is over. This may ease of the brain, while taking anairing on the available. forecastle in charge of a keeper had broken could stop him. One man managed to catch will be carried out, so that, obviously, prevenhold of him, but he quickly shook himself clear I tive measures are most desirable, and formed and took the fatal plunge. As only a slight the most important part of the campaign inausea was running, it seemed that he would be gurated by the Punjab Government. picked up but, he was suddenly lost sight of and on the boats arriving only his cap was never seen again. Some mention was made say that the discomfort is practically over in generally supposed he became exhausted and | far, its protection does not last longer than si sighted neither did any appear subsequently. I the rains, reinoculation is necessary each sea After the ship steaming in circles about the son. until the 20th inst., when advantage will be spot where he was last seen, the boats pulltaken of the high tide in the morning, with the ling about in different directions without the Bay of Along, to get the cruiser out of her to the ship and were then reluctantly hoist- a number of people died from tetanus; was ed, and the ship, over which a gloom seemed to stille, proceeded on her course. Private Alfred Watt originally belonged to H.M.S. Ocean and was sent from that ship to hospital suffering from weakness of the brain He was taking passage home as an invalid with H.M.S. Vengeance's ship's company, and lately seemed to be getting more rations although it was acknowledged the disease was permenant and his complete recovery was regarded as hopeless. At an investigation, held by Captain L. Stuart, assisted by Commander G. Gaunt, the Fleet Surgeon, and other officers, the man who was with, and in charge of, deceased at the time he jumped overboard was exonerated from blame. A Court of Inquery will, no doubt, be held. H.M.S. Pegasus was sighted on Saturday.

14th inst., at 8 p.m., about 50 miles to the S.E. of Aden. After making her name and official number by masthead lamp she signalled bound for Colombo and Sydney, also, that the Russian Fleet had been sighted too miles from Singapore. It was rumoured fighting had taken place, but no results were obtained. She also flashed "Wish you a pleasant voyage home." We arrived here to-day at 9 a.m. and are prepared to coal as soon as lighters coine alongside. II. M.S. Persus is here. During the trip H.M.S. Barfleur has made very good passage, doing 38 revolutions; her speed averaging about 10.5 knots with a coal consumption of about 73 tons per day. Everything working well, the ship's company settled down and drills, etc. were carried out satisfactorily. It is intended to try to gain a day on the programme to fort Said. We were actually to arrive here on 17th and so are a day early. At 10 a.m. coal arrived. alongside and we are proceeding to sea at 6 pan to-day after taking in 400 tons coal.

A CHINESE fireman belonging to one of Messrs. shops brought up to date, The Hecla formerly Butterfield and Swire's launches was charged, discharged a similar duty on the Mediter- before Mr. F. A. Hazeland this morning, with the the (tof a blanket and a belt containing 5 from the Post Office steam-launch. He was sent to one month's hard labour.

FIGHTING THE PLAGUE:

HOW THE INDIAN COVERNMENT STRIVES AGAINST PREJ DICE AND IGNORANCE.

It is difficult for people in England, accustomed to medern sanitation, and public health measures, to grasp the extreme difficulty attendant upon attempts to control the spread of plague in India.

My own experience of plague measures was recently obtained in the Punjab, among the villagers who furnished the soldiery and cultivate the vast grain-producing areas which constitute this province. Apart from purely humanitarian reasons, it is obviously of the greatest importance to put an end to the serious mortality which is proceeding among such an important class, and it was to this end that a special campaign was entered upon by the Punjab Government a year or two back.

One or two civil servants and a medical officer were off to each district, nided by English medical officers specially engaged. It was the duty of certain of these officials to visit villages reported as newly infected, and satisfy themselves as to the presence of plague, to ascertain how it was introduced, and to endeavour to limit the spread of infection.

Delay in the furnishing of information and its usual, unreliability when furnished formed initial difficulties. The villager is a hardworking but ignorant agricultural labouter, and except in villages of considerable size; he has no skilled medical advice. He does not recognise mild cases of plague, and many severe attacks are put down to "fever." Indifference, fatalism, and a natural bias towards concealment also contribute to delay in reporting the outbreak.

SPREADING DISEASE.

One of the means of spreading the disease between the villages is the habit of women going to condole with the relatives of a friend dead of plague. They will sit in the hut with the corpse, and then convey plague to their own village.

Much is laid to the door of the rats, and one was often told by the natives that they had noticed the death of the rats before the first human case occurred.

The spread of contagion within the village with time-expired men from the China Squadron | itself is simple. A village consists of clusters of huts of sun-dried mud, without windows or. Island. Smooth seas and pleasant breeze from | chimneys, or through ventilation, and separated S.W. prevailed followed by moderate sear. by narrow lanes. In and out of these huts the On the 13th inst. wind shifted round to E. by people "burrow," regardless of infection, and N. All went well after leaving Colombo, until | dust and file are everywhere to assist. The the morning of 10th inst,, at about 10 c'clock. plague officer has often to dismiss a large The hugle had just sounded, summoning the following of villagers, who will accompany crew to their guns for general quarters, when him willingly to infected houses.

the startling cry of man overboard was The plague officer gives general advice as to dropped, the engines stopped and put to full infection of infected material, and information speed astern. Both life bonts were manned as to the depots from which disinfectants may, this time everyone was on the upper deck and cleansing and disinfection of huts, and if he is it was whispered around that one of the in- very successful the village evacuates—i.e., goes to be correct. Private Alfred Watt, of the not be possible on account of the weather, or Royal Marines, who was suffering from dis- there may be no hutting materials locally

But when the officer's b.ck is turned there away and jumped overboard before any one is no guarantee that his advice and instructions

USEFUL INOCULATION.

The inoculation of Haffkine's plague prophy found floating close to where the 'patent'huoy lactic is comparable with vaccination against was smoking. He had disappeared and was small-pox, and, from personal experience, I can amongst the hands of sharks, as plenty are three or four days, and seldom seriously interknown to infest the Indian Ocean, but it is feres with one's movements. Unfortunately so sank to rise no more. No sharks had been months, and, as plague recurs each year after

. Two circumstances militated against success -the well-known Mulkowal mighap and th finding any further traces, they returned absence of compulsion. The former, whereby much less serious in point of numbers than i generally supposed, but such news spreads rapidly through the bazaers, and is also disseminated by the native Press.

A systematic inoculation tour of his district was the chief duty of each medical officer, ac companied by a native agent and staff. each village assistance was rendered by the official headmen and local people of standing and their desire to stand well with the Govern ment, together with the native passion for a written testimonial, often stood the inoculating officer in good stead.

The attitude of the people varied. At times the operations were attended by cheerful assistance and applause, but generally "passive resistance! was met with. Native dislike of new thing would account for much opposition they do not fear vaccination against small-pex to which they are now accustomed.

FEAR OF THE GOVERNMENT. Some believed the campaign to be a Govern ment design to reduce the surplus population and occasionally that the inoculator would poison the wells. Many readily consented

inoculation on being assured that they would become neither blind nor childless. Speaking generally, one did but little preventive work among the Mussulmans, as compared with the Hindus, and especially with the Sikha, although high authorities within their faith state that there is nothing in the nature of inoculation inconsistent with the principles of

Kismet, too, created a difficulty; how can one argue with "If I die, I die"? Moreover, local priests have impressed upon their people that the inoculated would become religious outcasts after death. A Hindu interpreted this to me as a desire for burial fecs.

The Purdali system of seclusion among some classes of women was also a difficulty, though occasional'y one was able to overcome this by private inoculation.

Previous experience of plague and inoculation has taught something, as the occasional vuluntary evacuation of a village and request for inoculation proves, but it is slow and costly. But the fear, prejudice, and ignorance of the

peasantry are to be overcome, and this, perhaps, might result from the fuller education first of the more intelligent and influentia Livies. Such demonstrations as that at the exhibition at Bombay on the nature, and preparation; of the vaccine should be of great value, and might, perhaps, be supplemented by the circulation of printed information bearing on the question,-By a Health Officer.

HORSES FUR HONGKONG.

A BIO CONS GMMENT.

Not many weeks since we printed a Reuter telegram in our columns announcing that the Japanese Government has ordered ten thousand horses from Australia to be brought to Hong. kong and taken north. We now learn that one consignment is on the way to this port andjudging by the Australian papers some lively. scenes were witnessed at Sydney early last month, says a writer. - It is not every day that 1,000 horses are shipped in one boat at Sydney for export, as was the case on Friday, when the 4,000-ton; steamer Virginia, belonging to Messrs. Houlder and Company, took this number on board at Darling Island for Hongkong. Getting the animals aboard presented an animated picture, and some I vely incidents were

Outside a goods-shed, truck after truck containing horses was shutted to an opening, whence a temporary niley-way led to the main dock of the vessel.

As each truck came abreast of the alley-way, the doors were thrown open and the horses driven out in a mob towards the vessel. If they inmmed whilst ascending, drovers climbed up the outside of the alley-way, grabbing at trailing headropes, or prodding the frightened animals on with anything hardy. The noise was deafening. Once on the main deck each horse was caught by an attendant and led to its stall Mostly they went quictly.

One infuriated animal, however, with vicious gleam in his eye and bared teeth plunged wildly. A young fellow had hold of the headrope, but the stendy pull on it seemed only to madden the animal. It reared, came down, rushed the man holding it, turned sharply, and lashed out. The man dropped the headrope with a grozn, and fell pgainst the stalls. The horse, feeling its freedom, dashed along the upper deck down the companion way, and lesping all obstacles galloped forward towards the fo'c'sle head. In its mad career along the main deck, two other men made vain attempts to grab it, but on each the infuriated animal left its mark. At it got for and of the fore hatch, it swung to the left and caused consternation among the coloured crew and the staff of the chef. They fled in all; directions, calling on all the deities known to man, as they scrambled and tumbled over one another in their efforts to reach places of

Then an extraordinary thing happened. A mall hatch (perhap , 6(t.) leading down to the fo'c'sle, where the coloured crew bunked was open, and down this the horse shot head foremost, striking an iron upright with its head in the descent, It landed on its feet, however, with barely a bruise on its body, and was found standing jammed between the bunks in stucid wonderment at its novel surroundings.

Each horse bore a number stamped on a diamond-shaped piece of tin fastened round its neck, and all were shoeless. 4,

Bay, brown, black, or chestnut in colour, they looked a nice level lot of from 14 to 14 2 bands in height. "They may look a bit weedy now," remarked an attendant, "but it's wonderful how a horse picks up at sea. Why in a week, given good weather, they'll be a

I Most of the horses, he explained, came from the south-western district, Wagga, Tabletop, Albury, and thereabouts, and range in age between 4 and 7 years.

A horse being hauled and pushed up the steep incline from the main to the upper deck provided another incident. The last few yards he came with a rush, upsetting the man at the other end of the rope, rearing above him. Another drover, seeing his comrade's danger, hit the animal over the nose, and he turned, giving the fallen man time to? rise. The horse now free made a dash for the clear space of deck be ween the officers' quarters and the bulwarks. Headed off and driven back into the stall lines, two men cautiously tried to circumnavigate the brute and seize the headrope, but in vain. Only when another horse was brought along (and gradually pushed against the fractious animal until it was jammed tight against the stall

rails, was it secured. "If is such horses as those that cause trouble" on board," remarked the drover, "There's only six bad ones out of 200 that we've hundled so far, and we've given each of them's double stall, so that they can thresh round a bit without doing much damage."

"There a circus performance for you!" he continued as another black horse, impatient at restraint, danced around, pawing the air with his forefeet. "Sho, steady, old man, steady!" came the drover's voice, but instead of steadying the animal reared more wildly and at last succeeded in getting one of its forelegs over an awning beam. It took half-a-dozen men to extricate the horse from his awkward position;

The men who handled these horses are paid at the rate of Li per week on the outward voyage, tos. a week on the return. There are 42 of them on board, with four superintendents, who are paid Las for the round trip.

SHIPPING AND MAILS.

MAILS DUE. American (Doric) 13th inst. French (Polynesien) 15th inst. American (Manchuria) 18th inst. Canadian (Empress of China) 23rd inst.

The C. P. R. Co.'s a.s. Empress of India arrived at Vancouver at 4 p.m., on 9th inst. The H. A. L. a.s. Helene Alensell from Rotterdam and Antwerp left Singapore for this port on oth inst, and may be expected here on toth

TELEGRAMS.

[Reuter's.]

Anti-Semitic Feeling in Warsaw. LONDON, 8th May.

There is a strong anti-semitic feeling in Warsaw in consequence of the Jewish shopkeepers and cabdrivers ignoring the Socialists. Prominent persons are persuading the Governor to investigate the disturbances on the 1st instant, with a view to allaying popular irritation.

Great Britain, France and Japan. A SERIOUS SITUATION.

The Times in a significant article says that no more deplorable error could be committed by France than to suppose that the complaints of Japan can treated lightly; while everything will be done to prevent a rupture of the entente, France must remember that England will have no choice but to comply, if the facts alleged by the Japanese are established, and Ianan asks us to fulfil the obligations of the alliance.

interview with M. Delcassé on Sunday.

The markets are weak on the international

Lord Lansdowne has made earnest representations to France in reference to the necessity of a strict observance of neutrality.

> An official statement in Parisesays that the Government has not only sent the most positive instructions to the authorities in Indo-China to enforce neutrality regulations, but has unremittingly seen to the execution of these instructions.

> > [Straits Times.]

Chang-Yen-Mao Case. D' CISION OF THE APPEAL COURT.

Penang, 3rd May. A wire from London states that Mr. Justice farwell has heard the appeal lodged by the inese Engineering Company, asking that its intime should be struck out as fellow-plaintiff The Chang-Yen-Mao in the action-Chang-Leng-Mao'v. Moreing and others-on the Tound that Cheng Yeng. Viso had not received thority to use the name of the Company as almintiff with bim.

After Chang-Yeng-Mao's counsel had been neard in argument, the judge decided to strike but the Company's name as co-plaintiff with Chang-Yeng-Man, and to make the Company co-defendants.

The question of costs was reserved.

The amusement in court was general lowing. to Chang having won in the recent case.

Mr. Justice Joyce, sitting in Court III. of the Chancery Division on 1st March delivered his reserved judgment in the case of " hang Ten-man 74 Moreing and Others," The friel occupied his I ordship is days. The plaintiffs Were his Excellency Chang Yen-mao and the Chinese Engineering and Mining Company, of Tientsin, and they sought as against the deriendants, Mr. Charles Algernan Moreing, Messrs. Bewick, Moreing and Co., and the Chinese Engineering and Mining Company, Limited, a declaration that a memorandum, dated Feb. 19, 1911, signed by Mr. Herbeit Hoover, the Chevalier de Wouters, Chang on all the defendants, and for an order for the carrying into effect of the provisions of such memorandum. The memorandum provided for the appointment of Chang as directorgeneral of the defendant company for life, and for the constitution of a Chinese Board. Judgment was for the plaintiffs,

> An application was afterwards made to Mr. Justice Farwell in the case of Chang Ye -man and the Chinese Engineering and Mining Company aginst Moreing and others, founsel (Mr. Jenkins, K. C) stated that His Excellency Chang seemed to have entered into an Anglo-Chinese alliance without consulting the Chiness Engineering and Mining Company, who were co-plaintiffs with him. On behalf of that company he had a mot on to strike their name off the records. As a matter of convenience. however, he asked that the matter might stand over, to become effective on 14th inst, there being an undertaking not to take any further proceedings in the action in the meantime. The learned judge consenting, the application stood over for a fortnight. The above telegram gives the decision upon this application.]

> > THE WEATHER.

The following report is from Mr. F. G. Figg. First Assistant of the Hongkong Observatory ! risen on the E coast of China, and fallen in means exhausted. Japan and N. China.

A shallow depression lies to the South of Japan, and pressure is also low over Manchuria. Pressure is highest over Central China.

Gradients continue slight on the China coast, the Formosa Channel and moderate N. to E. winds over the N. part of the China Sea.

Forecast: - Moderate N. to NE. winds, fine

recorded yesterday having been cettified as cerebral homourhage and therefore natural Causes, no inquest will be hold.

COTTON AS CONTRABAND OF WAR.

THE CASE OF THE S.S. "RIVERDALE."

As so much attention was attracted by the case of the crews of the steamers St. Helena and Battersea Bridge, who were charged with refusing to continue the voyage to Japan for fear of the Russians, it will not be uninteresting to refer to the case in which Captain George Gilbert Hay, master of the s.s. River dale, charged O. Jones at Bombay and ten other seamen on board the same steamer with refusing to do their duty, and proceed to Kobe

The Magistrate at Bombay delivered the following judgment: The accused before me are charged by Captain George Gilbert Hay of the s.s. Ris erdale under section 83 of Act 1 of 1859. clauses 2 and 4, for refusing without reasonable cause to proceed to sea in his ship and for wilful disobedience of lawful command. All the accused plead not guilty. They admit having refused to do duty and say they are justified in doing so on the ground that the ship carries to Russian law and as there is every danger of their being taken prisoners by the Russian Squadion. The refusal to proceed to sea being admitted by the accused, the only question fo consideration is whether the accused have a reasonable cause or not in refusing to proceed to sea in this steamer In my opinion the The Japanese Minister had a prolonged accused have shown good reasons for refus ing to proceed to sea. It is proved before me that this steamer carries an entire cargo o cotton. 'The question, therefore, arises whether cotton is a contraband of war or not. With regard to this point, the notification by the Governme t of India in the Finance Department, dated 6th July, 1904, and published in the Rombay Government Gazette of July 7th, 1901, page 200, part 1, clearly shows that the London Ginzette of March 11th, 1904, announced that his Majesty the Tsar on the 8th and 215, away. day of April was pleased to approve the order to include raw cotton in the list of articles declared contraband of war by the regulations 14 h and 27th February, 1904. From this notification it is quiet clear that the Russian | pass fairly dancing under the vibration. Government have declared raw cotton as contraband of war. This being so, the question arises whether the accused before the Court are exposed to perils other than such as are incidental to a voyage for ordinary commercial purposes or not. The presence of the Baltic Squadron somewhere between Bombay and Kobe is admitted, and it could not be for a moment supposed that there

is no probability of that Squadron capturing this steamer which, according to the views of the Russi in Government, carries a cargo which is contraband of war. Captain Hay in his evidence says that the cotton that he carries is purely for commercial purposes. I believe the Captain when he says so. But the question that is bound to arise is a hether the Russians will accept the Captain's word and treat the cargo as otherwise than a contraband of war. There is thus clearly a risk incurred by the crew of being taken prisoners and I think they are justified in refusing to proceed to sea in w of such a risk. The case of Burton vs Pankerton, L. R.; Ex. 340 is on all fours with the facts of this case. In that case a seaman objected to proceed further on voyage on the ground that it was illegal and involved greater risks than be anticipated when he entered into the agreement with the Captain and left the ship. He afterwards brought an action for breach of contract, and it was held to have engaged 'that seaman for an orcary voyage, and that the seaman was entitled to treat as a breach of contract hi employment by the captain on a voyage v high would expo e him to greater danger than he had originally reason to anticipate and to recover damages for the wages lost in con-Yen-mao, and Mr. Gustav Detring, was binding | sequence, of the bre ch and for the inconvenience naturally resulting therefrom. In the present instance it being shown that the accused exposed themselves to the risk of being cap-

ON WINGS OF PETROLEUM.

tured, I think the excuse that, they give for not

proceeding to sea is a reasonable one. I ac-

cordingly held the accused not guilty of the

offence with which they are charged and other

them to be acquitted.

THE USES AND SENSATIONS OF THE MOTOR

It is probable that motor-boat racing, the offshoot of car racing, will outlive its parent, Most of us are beginning to look forward to the last of the Gordon-Bennett and to the possible banishment of all motor-car racing into the limbo of forbidden things. The lessons the Gordon-Bennett had to teach have been learnt, and an alteration in the distance or the weight of the car or some other condition will have to be made if the test is to be of

any further value. It is still otherwise with the motor-boat. Pere is certainly no question of the road, or more properly, the waterhog. A race on open water hardly interferes with marine traffic, and On the 10th at 11.55 a... The barometer has | the lessons to be derived from racing are by no

BEHIND THE HOOD.

The best-known motor racing boats differ so vastly and in so many respects that to describe them one can only strike a comparison, and say that a motor-boat is like a motor-car inside and moderate NE, winds may be expected in a seagoing boat that has been built on the lines of a man-o'-war's racing cutter. You sit in the stern of the boat and look forward; you might be in the tonneau of a car but for the motion of the waves. The boat I have in mind is thirty feet long and three feet beam. From her bow THE couse of death of the woman which we to amidships rises gradually a hooded covering, and at the back of this is a seat, like the driver's seat in a motor-car. In front of the seat is a motor steering wheel, with its ratchets for the

mixture, spark, and governor, and beside it a lever, working the clutch. The sole difference between this and the motor car is the absence of brakes.

Under the hood is the four-cylinder engine, with its wonderful array of bright copper pipes, brass tanks and force-pumps, looking to the uninitiated exactly like the engine of a powerful motor-car-and, indeed, there are only slight differences and additional pumps. The pumps on a marine motor are an important fictor; some boats are more seaworthy than others, but all ship water when travelling at high speed, and this has to be pumped out as the boat proceeds, or the result would be disastrous. Ours is a good, seaworthy boat, but what sailors call "dirty," She will weather the roughest sea, but goes at it with her nose down, and we are obliged to cover her in forward, because of the wings of spray she throws up on either side. In a cross-wind they would flood us. FACING THE STARTER.

The race I have in mind takes place annually on the outer edge of a big Continental harbour, It is open to all-comers subject to certain measurements and time allowances. cotton which is a contraband of war according | There were five entrants besides ourselves, representing the best motor firms of two other countries. The course had been indicated to us some time previously—a triangle, two sides of which together measured eight miles, and the base five.

Only four besides ourselves faced the starter at the mark-boat. There lay the fifth, tossing about helplessly about a mile away. She had broken something-such is the perversity of machinery-that had held its hidden defect right up to the moment when her st ersman, let her out for a preliminary dash, to reassure himself that all was well.

Our boat, which is giving away time, crosses the line last. So the pleasure of watching our com: etitors get off while we come up benindslowly-slowly-then with a touch of the ratchet the helmsman and driver start her

She shudders right through, as though she were going to be shattered, but she picks up her pace beautifully. A westerly swell and a which received the Imperial sauction on the slight cross wind are cur problems in seaman Ship as we dash down the line with our com

> THE WHIP OF THE SPRAY. The boat shakes so much that you feel she is horribly over-engined, but she moves along sp'endidly between the two showers of form that she throws up on either bow, and leaves a wide white wake that scents to be racing away

from her. Despite the roar of the driven apray on the cover, and the rush of air in your cars, you can hear every detail of the engine's movement, and you can tell in an instant if anything it wrong. There ahead are four other boatsone a long way off, the three others nearer, and two of them drawing away from the third-and almost before we have thought about them we too, are past the third,

Three to beat; two are having a struggle on their own account for the buoy; one of them (the one we most particularly wish to beat) gets it easily, and is away on the new course. skimming along the surface of the water, hardly rising at all on the waves, yet seeming to throw up no spray, and to be going as steadily as a skimming sea-bird. The other never gets there. Something goes wrong, and we pass her in an instant, turn the but y and wave her skinner farewell as we dash off on the next course after our competitors

TOO MUCH OIL

With the wind behind we let her out a little, and the racing becomes pleasanter. We ship less water, and what we get falls with less than the force of hailstones. Distances seem to remain the same-no, the leading bout is coming back a little. Pretently a thin smoke is blown from her; she is burning too much oil, and we know what that means. We can see her skipper (he is a Frenchman) excitedly waving directions to his engineman, and as we come up with her she is sunning by impetus

The one boat shead is going as well as ever. But we have still "a bit up our sleeve," and as we turn the mark-buoy into the last stretch we run at our topspeed-a fraction above safety point, perhaps; but motor racing is a matter of such risks. We can into the teeth of the weather. The seas we churn up pour into the boat. We seem to cut right through the wave crests like a plough, and sometimes the boat appears to give a jerky sort of leap, as though she would jump them.

Our opponent skims along, his white hull travelling the surface of the vaves with wonderful smoothness. Yet we have lessened the distance down to a matter of a few lengths. We are already within his time allowance. But it is an absolute win that we want, and we make an absolute win of it, racing him neck and neck to the mark-boat, and finishing with a few yards in hand.

LESSON IN FAILURE. What the race demonstrat d is a matter of history, and need not be told here. But it was in such a manner that all the most important improvements have been discovered, first by finding the need of them, and then by sup, lying the want. It is to racing that one must look for the many improvements that will have to be made before the motor-boat finds favour in its true field.

Already it is beginning to divide the honours of harbour work with steam; as we returned to port after the race, for example, we saw the ships receiving their evening mail from a quick motor-launch ron by a postman in uniform, and numerous persons being ferried to the point in shallow launches propelled by petrol right in to the shelving shore: Every year, moreover, the number increases of those who are waking up to the advantages in cheapness and simplicity:

of petroleum propulsion on river and lake. As to the boats that broke down, all one can say is that such disasters are incident to racing in any form. Quite as much of progress is due to failure as to success,

SHIPPING JETSAM.

THE S.S. "HRATHBURN."

The telegram printed in one of our morning contemporaries to the effect that the s s. Heath burn has left Amoy for Hongkong will be aterest to those who have watched the complications which have arisen in the Heath Line in connection with blockade runping. As we pointed out in our columns a fortnight or so ago certain steamers of this line have been fixed out nominally to Manila Shanghai, and Amoy, the ultimate port really being Vladivostok, and apparently the owner run the war risk themselves; at any rate, that risk is not insured against. These steamers being heavily mortgaged, the mortgagees seize not only them, but the rest of the fleet; and, in the case of the steamers bound for Vladivostok. have slopped them, and are giving the mer-Chants at home notice that one cargo will be landed at Colombo, from the steamer (Heatheraig) which recently arrived at that port another being at Manila; and the third at Amoy, the nominal destination.

SHIPPING FREIGHT WAR.

The attack by the Hansa Line on the British India and Peninsular and Oriental Companies has led to a freight war involving other British lines. "It is stated that cargoes for Calculta are now being accepted at five shillings per ton from England and 7s. 6d. from Antwerp. The struggle originated with the Hansa's circula granting bonuses to shippers undertaking to boycott rivals.

VESSELS LOST IN THE WAR.

JAPAN STRONGER IN TONNAGE. An official list, so far as details are yet recorded, of the ships, other than war vessels, liquor or not. detroyed during the war has just been received from Tokyo, the latest mercantile "casualty" included being the British ship Oakley, taken by the Japanese on January 18 last. During 1904, Russia lo t-to Japan 13 vessels in all chiefly during the early part of the year, the Mukden, being captured on February 6 and the Talla, the last in The list, on April #3. In addition to these, Japan captured and confiscated three British ships, the Veteran, Nigretia, and King Arthur, France losing the George and Germany the Fulfring! In all, 5 steamships, including the British Heiping and Historian, were taken by Japan and released during the year 1504, while the Nidegita and Robrick, sailing ships, were captured.

Russia's success on the sea during that year included the sinking of three Nippon Yusen Kaisha vessels, of 6,000, 4,000, and 3,000 tons respectively, and the Najano ura-Muru, of 1,000 tons, owned privately, four other craft of small tonnage, and the privately owned Seisho Muru. In addition to these, Japan, of course, lost the 17 vessels sunk by themselves at the entrance to Port Arthur, the total of which is given as 35,208 tons Notwithstanding these losses, Japan's energy has resulted in the acquisition by purchase abroad of 53 new steamers and the building of five others-in all, 144,258 tons-so that during the war period her merchant navy shows a net increase of

This morning William Flemming, chief officer of the s.s. Kensington, was placed before Mr. Hazeland, charged with neglect of duty on board the ship in the waters of this Harbour on

the defendant being unrepresented.

the 8th inst.

In stating the case, Mr. Hays said that the defendant was frequently badly drunk on board and neglected his duty. The vessel was about to proceed on a long voyage to Mexico with Chinese passengers, and it was imperatively necessary that the officers should keep sober, His Worship remarked that the defendant was not charged with being drunk but simply with neglect of duty.-Mr. Hays replied that getting drunk was itself a neglect of duty .- His Worship said if a man was drunk he could not attend to his work Mr. Hays: "That is "neglect." Defendant said he did his duty all the time as usual:

To the Court-It was a matter of indifference to him if he was discharged from the ship or not. He had been 13 years in the Company, but now his health was not good, as he had swollen feet and legs.

His Worship asked it there was no way of settling the case out of Court, or whether the Harbour Master could a t deal with it .- Mr. Hays said it could not be settled, and they had seen the Harbour Master and he could not discharge the man. His Worship said the case must go on.

Robert Dower, master, said that the defendant was chief-officer. He remembered that at this port on the 19th of February defendant was yery drunk and witness was called from his bed at midnight, and a communication was made to him by the steward, and he went to a Chinese cook's room and saw the chief officer sitting there and beating the deck with a big stick. When told to go to his room he used most filthy and abusive language, and witness called the chief engineer to witness the man's conduct. The next day witness asked defendant to apologize for his conduct, but he only replied with worse language. On the 8th inst. he told defendant to move some timber in the 'tween decks, which he did in a most slovenly manner. He was in a state of drunkenness. He entered the saloon and banged his certificate on the table and, using filthy language, told; witness he could do what he liked with it. Witness left the saloon and went to the chart-room. Next day when the shipping master went on board to sign on the crew, defendant threw his certificate down on the chart-room table and told him to send it to the Board of Trade. as he had no use for it. He was remonstrated with, and left, taking the certificate with him-Witness logged defendant; who said he was ill, and Dr. Grone was sent for, and he stated that defendant was suffering from dropsy. Witness never on any occasion blackguarded defendant.

Andrew Porsyth said he was chief engineer

of the sig. Konsington, On the 8th inst. he saw

the defendant. He was a little out of the usual, but he could not say he was drunk. He heard the Captain read an entry in the log

book, to the effect that the defendant was drunk. When he signed that entry he only thought he was signing as witness to the master's signature and not as signing that the man was drunk. The usual state of the defendant was absolutely tectotal.

Alexander Soutar, the second officer of the s.s. Kensington, said that on the 8th inst., defendant was a little under the influence of I quor. In witness's opinion he was in' a fit state to go on with his work; he gave him his orders alright. When in port witness got his orders usually from the officer.

The case was adjourned for the attendance of Dr. Grone. Alter a short adjournment,

Dr. Fredrich Grone stated that on the oth inst., ; bout noon, he was on board the s s. Kensington; and examined the defendant at the request of the captain. He found him to be suffering from dropsy, and slight paralysis, His heart was weak, but not diseased. Such' a state of health could easily be brought on by excessive drinking, and thinking that he directed his questions along those lines, and was told that he had had no drink for three days; that he usually drank gin for his health's sake. He was not then in a fit state to work, and witne-s gave him a certificate to that effect, but did not say anything about his drinking as he did not want to do the man any harm.

A G sterres, shipping master, testified to the: conduct of the chief offi er i the chart room on Monday, the 8th inst, and gave evidence corrob-rating that given by the ca. tain, added that defendant was very much excited, but witness could not say if it was the influence of

His Worship said the man wat not fit to go to sea and that it might be as well for him to be discharged. - Defendant said he was willing to take his discharge and go at once to England.

Captain Dower said he could only consent to discharge him if he undertook to go home at once, but suggested that as he would have a ductor on board it would be better for the 'man to go home on the ship, but not as an officer.-Defendant said he would go home at once if the owners would pay his passage - Captain Dower said they would not do that -12efendant then said he had done his duty on the 8th as he had done it for the past 13 years - Atr. Hays said that the captain had no vindictive feelings. against the defendant, and was acting under the instructions of the owners, and that if Bis Worship would convict then the shipping master could send him home as a distressed British scaman, and so he would relieve Capt. Dower of all further responsibility.--- His Worship said the defendant was charged with 'neglect of duly, but the one solitary point brought before the Court was the careless handling of some wood. There was nothing to justify a conviction, and defendant must be discharged.

> COMMERCIAL. BRITISH NORTH BORNEO.

Nothing has transpired to account for the sudden spurt in the price of these shares the other day, remarks a writer in the City column of a home journal. The accounts are not due till July, so we shall have to wait some time for definite information as to the progress of the company. There are unquestionably great Mr. John Hays appeared for the prosecution, possibilities in the development of this region, and reports from the oil-fields are very satisfactory. But from the dividend point of view the record has been distinctly disappointing. and it may be advisable to moderate enthusiasm until it is seen how far it is supported by a solid foundation of profit-earning capacity.

To-dan's Advertisements.

IN THE SUPREME COURT OF HONGKONG,

PROBATE JURISDICTION. IN THE GOODS OF SHEN LEE SUEN. Deceused.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limit ng the time for CREDITORS and others to send in their CLAIMS against the above Estate to the Eighth day of August, 1905.

All Creditors are accordingly hereby re-uired to send their Claims to the Undersigned on or before that date.

Dated the Tenth day of May, 1905. DEACON, LOOKER'& DEACON, Solicitors for the Administrator.

NORDDEUTSCHER LLOYD, DREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns. of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before to o'clock TO-MORROW MORNING. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at All Claims must reach us before the aind-

instant, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co.

Agents, Hongkong, o.h May, 1905.

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Hongkong, 29th April, 1905

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Prepared, during suspension of their Trans-l'acific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVER-LAND, POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY, FROM SEAT-TLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S. S. Co. and CHINA MUTUAL S. N. Co. For further Particulars, apply at the Com-

pany's Local Branch Office in PRINCE's BUILDINGS, First Floor, Chater Road. A. S. MIHARA, Manager.

Hongkong, 27th March, 1005.





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GLASGOW	and	LIVERPOOL		" HYSON "	.,30th	May
GLASGOW	and	LIVERPOOL	********	" PRIAM "		May.
GLASGOW	and	LIVERPOOL	****	"GLAUCUS"	5th	june.
		LIVERPOOL		" FOXTON HALL	" toth	june.
		LIVERPOOL		"YANGTSZE"	in the second light	June,
GLASGOW	and	LIVERPOOL	*********	"PROMETHEUS	"Ioth	June.
GLASGOW	and	LIVERPOOL	*****	" AJAX "		Idne.
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	FOR	ī-	STEAMERS		TO SALI
4	GENOA, MARSEILLES &	L'POOL	" LAERTES "	20	th May.
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1	MSTERDAM, LONDON & AN	TWERP	"KINTUCK"		in june.
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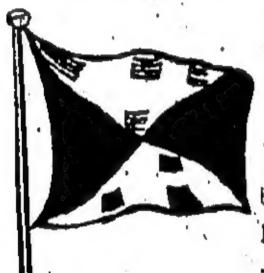
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Captain 'KWONG CHOW"....I,309...J. P. MARTIN. KWONG TUNG"...1,238...H. W. WALKER. Leave Hongkong for Canton at 9 every REGULAR STEAMSHIP evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted). These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

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Children under 12 half-price.

Company, 18, Bank Buildings, Queen's Road examined Central (opposite the Hongkong Hotel), or on 9.30 A.M. board the Steamer. No CHITS will be accepted, and Servants' Passages must be paid for.

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First Class single Journey to Canton \$3.00 to Macao 2.00 First with Cabin 3.00 to Macao 3.00 with Cabin 5.00 Breakfast, Tiffin or Dinner \$1 each only Wine and Spirit of the best brand are used.

The wharf in Hongkong is at the West en of Wing Lok Street. The wharf in Macao is the same as th S.S. Perseverance. For further information, apply to the Office of

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"15CH1A," Capt. Cogliolo, will be despatched for the above Ports, on SATURDAY, the 13th instant, at

At BOMBAY, the Steamer is discharging in VICTORIA DOCK For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.

Hongkong, 6th May, 1905. "BEN" LINE OF STEAMERS." FOR LONDON AND ANTWERP THE Steamship

"Benalder," Captain McIntosh, will be despatched as about on or about the 15th May, 1905. For Freight, apply to

GIBB, LIVINGSTON & Co., Agests. Hongkong, 17th April, 1905.

HONGKONG-MACAO LINE. S.S. "WING CHAI,"

Captain T. Austin, R.N.R. THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Mucao on Week Days at 2 P.M. and on Sundays at 6 P.M. FARES :- Week Days, 1st Class, including

Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents. Every Sunday will be an Excursion, at the 8.30 A.M., and returning from Macao about following rates :- 1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents. Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for

> On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3

> First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain; and the Half Ticket will be available for the following day.

The Steamer's wharf at Hougkong is at the Western end of Wing Lok Bireet. MING ON & Co., and Floor, No 16, Victoria Street,

The Steamer is lit throughout by Electricity.

Tongkony, 1st May, 19, 5. COMPAGNIE DES MESSAGERIES MARITIMES,

PAQUEBOTS-"OSTE FRANCAIS. FOR SHANGHAL KOBE AND

YOKOHAMA. THE Company's Steamship

"POLYNESIEN," Captain - will be despatched for the above Ports, on or about MONDAY, the 13th instant For Freight or Passage, apply to G. DE CHAMPEAUX,

Hongkong, 9th May, 1905. EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNF, (Calling at Timor, Port Darwin and Queensland

Ports, and taking through Cargo to Adelaide, · New Zealand, Tasmania, &c.) THE Steamship

"EASTERN" Captain Ellis, will be despatched for the above Ports, on SATURDAY, the 10th June, This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provislons, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A duly qualified Surgeon and Stewardess are N.B .- To assure the additional comfort of passengers the steamers of the Company bave

electric fans fitted in staterooms, For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Agents. Hongkong, 9th May, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES. THE Steamship

"PRINZ SIGISMUND" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Oplum, Treasure and Valuables, are being landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 9 .A.M.,

TO-MORROW MORNING. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 16th instant, at

All Claims must reach us before the 22nd nstant, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

Undersigned. NORDDEUTSCHER LLOYD. . MELCHERS & Co.,

Agents. Hongkong, 8th May, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. T'HE Company's Steamship

"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside, Cargo impeding the discharge or remaining on board after 4 P.M., the 11th instant, will be landed at Consignees' risk and expense into

Godowns at East Point, No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong oth May, 1905. BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS, THE Company's Steamship

"ZAIDA." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, SATURDAY, the 6th instant, will be landed at Consignees risk and expense into downs at East Point. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Hongkong, 5th May, 1905. ""BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM LONDON AND ANTWERP VIA STRAITS.

ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods under livered after the roth instant will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 17th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Agents. Hongkong, 3rd May, 1905.

NOTICE TO CONSIGNEES. "HE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their rick in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark,

"MALTA,"

and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo;-

From London, &c., ex S.S. India. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless I P.H., TO-DAY.

4 P.M., will be subject to rent. No Fire Insurance will be effected by me in goy case whatever.

Goods not cleared by the 10th instant, at

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour,

of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods

All claims must be presented within ten days

have left the Godowns. I. S. LEWIS, Acting Superintendent ..

Honghong, 4th May, 1905.

EARTHQUAKES.

HOW THEY ARE CAUSED.

GIRDLE OF FIRE ROUND THE PACIFIC

Questioned the other day, at the University, with reference to the earthquake shocks in Rotorua, N.Z., Professor David explained that there is a zone of country very sensitive to earthquakes and volcanic eruption passing along the East Coast of the South Island of New Zealand, way of Port Chamlers and Lyttelton, across Cook's Strait, through the Hot Lake region of the North Island, and thence northward to the Kermadec Islands, Tonga, and Samoa.

Thence the volcanic and seismic zone extends westward to the New Hebrides, Solomon Islands, North Coast of New Guinea, and the Philippines. At the Philippines, there is an off-shoot of the main zone, which bends west to the Straks of Sunda and runs on through Java, Sumatra, connecting eventually with the Malay Peninsula, Burmah, and the east end of the Himalayas,

The main sone, however, continues from the Philippines through Formosa, Japan, and Kurile Islands to Kamtchatka; thence it is continued through the Alcutain Islands into: Alaska and California, and by way of Mexico to Nicaragua, to the Peruvian and Chilian Andes; thence to Trinity Land, and across the South Pole to Victoria Land and the Arctic volcano known as Balleny Island. The zone connects through from there to the South Island of New Zealand.

"It will be seen," continued the Professor, 1878 "that the whole of the Pacific Ocean is encircled by what has been termed a girdle of fire, with the exception of the part of it that washes the eastern coast of Australia. There is, however, geological evidence to show that formerly this area also of the east Australian coast was included in the Pacific seismic and volcanic belt.

"It not unfrequently happens that when an earthquake shock is experienced in one part of the world, the area that is nearly antipodean; to it is simultaneously shaken. The antipodean area to the Himalayas lies under the Pacific Ocean between New Zealand and Peru, but a good deal neaver to Peru than to New Zealand.

"It would be interesting to note whether any sympathetic movements of the earth's a least the crust, such as are evidenced by volcanic erup tions or earthquake shocks are experienced along the west coast of South Australia. Office course, when any readjustment of the earth crust takes place-such as, those mentioned recent cables as having taken place in the Southern Himalayas in India-any line weakness, such as the Pacific carthquak girdle, is liable to be affected.

"The reason for the shore lines of the Pale 12 cific being for the most part particularly liable to to earthquake shocks and volcanic eruptions is that the earth's crust is somewhat sharply bent downwards along those lines as the Pacific Ocean bounded by steep sides. The existence of these steep sides shows that the earth in times past in process of contraction has yielded to the effects the tangential pressure just along such shore the same lines. Any further contracting action, then tends to expend itself chiefly along such shore lines, and by further folding and cracking them produces earthquake shocks and volcanical eruptions.

"Areas also of the world where great mountain ranges have been produced by folding or wrinkling of the earth's crust, are equally liable with shore lines to be visited from times to time by volcanic eruptions and earthquakes It is, however, only those shore lines which slope very steeply downwards into great ocean? depths that are specially liable to be affected

by earthquake shocks, "A famous example is that of Tonga Island, to the east of which the land slopes steeply under the sea to the deepest spot in the ocean. et sounded anywhere. H.M.S. Penguin found

there a depth of over 30,000ft. "It is perhaps significant," went on the professor, "that off the southern coast of Victoria hetween Bass' Strait and Portland, there is an somewhat steep submarine slope. This, too is an are a not unfrequently visited by earth quakes. The shocks that sometimes affectioned delaide are also connected with slow folding; inovements, due to contraction of the earth's

"The general tendency in this case appears to be for the Mount Lofty Ranges, to be moved slightly in the direction of St. Vincent's Gulf. thou h the exact direction of moving has not yet been definitely determined. There can be little doubt, either, that some folding orth warping of the earth's crust, leading to the cracking of tocks at a depth, and the production; of earthquake shocks, takes place from time to time along the region of St. Vincent's Gulf to Basa Straits.

"It has been suggested that the warping in this case may be due to the local weighting of loading of the earth's crust with sediment brought down by the Murray River, and spread along the Coorongan Coast. The earth's crust, being very sensitive to loading of this kind, sinks under the weight, and so becomes bent and weakened, thus being rendered a likely instructions are given to the contrary before repot on which the contracting action of the earth's crust in y expend itself, and so produce further folding or cracking: 'It it quite possible that, within a few hours, we may hear of earthquakes in South Australia again,

> "The booming sound, mentioned as having accompanied the earthquakes at Rotorus, is a frequent adjunct to earthquakes, and is caused by the cracking of subterranean rocks, over a space of often a hundred square miles or more. When I tell you," concluded the Professor, "that the breaking by pressure of a small piece of stone in our workroom will produce shock and report enough to be felt and heard over the entire building, you will grasp some idea of the appallingly terrifying sound, when carthquakes are in operation."

ern, Ger. s.s., 3,128, H. Formes, 9th May, -Hamburg 10th April, and Singapore 5th May, Mails and Gen.-M. & Co. llas, Ger. s.s., 1,539, H. Robde, 9th May,—Wuhu and Chinkiang 4th May, Gen.—S.

Queen Eleanor, Br. s.s., 3,573, A. Currie, 9th May,-Mororan 29th April, Coal,-Q. &

Pora, Lr. s s., 4,9.6, A. L. Valentini, 101 -Yokohama 25th April, Gen.-P. & Br. torpedo depôt and repair ship, 6,400, E. F. B. Charlton, R.N., 10th May,-

Singapore 6th May. Don of Kelly, Br. s.s., 2725, W. Jarvis, 10th May,-London 5th April, and Singapore 4th May, Gen.-N. Y. K. Ningchow, Br. s.s., 5,7:4. Davies, 10th May,-

Singapore 5th May, Gen.-B. & S.

ttaka, for Canton, Paul Beau, for Canton. Dagny, for Canton. alvard, for Amoy wangtah, for Shanghai, ellas, for Canton. foining, for Shau-u-tsung. al On, for Canton, Zingking, for Canton. Chukong, for West River, faming, for Munila. laimun, for Swatow. ingchai, for Macao. Tak Hing, for West River. Ke Empress of Japan, for Shanghai.

Mwonechow, for Canton. Deunstares ... May 10. upress of Japan, for Vancouver. Paulsen, for Europe. Fine Sigismund, for Kobe. harterhouse, for Amoy. wanglee, for Canton, Zean, H.M.S. battleship, for Mira Bay. Yory, H.M.S, battleship, for Mirs Bay. enturion, H.M.S. battleship, for Mirs Bay, ndremeda, H.M.S. cruiser, for Mirs Bay. ogue, H.M.S. cruiser, for Mirs Bay, ayern, for Shanghai, &c.

· PRAID C . P. R'Y'.

faming, for Manila. ochow, for Shanghai. wangtah, ter Shanghai. : ... ufferin, for Hombay.

Per Bayern, from Antwerp-Vice-Consul A. pulgert. From Southampton-Mr. Dickson, mily and servant, Mr. Gaham Meall; Mr. H. blee, family and servant. From Genoa-Mr. R. Lutz, Mr. and Mrs. Geisler, Mr. M. C. ned and family. From Naples-Mr. Enking. om Singapore-Mr. and Mrs. Sherman, Mrs. L. Mody, Messrs, T. Stanley, R. F. Morris, L. Brook, A. Kind, C. Liston, Lovell, H. scharias, E. Siebs, and Mr. and Mrs. Brown. om Hamburg-Miss G. Hams. From Souampton-Mrs. Wolfe and 2 daughters. From rgapore-Messrs. A. Ribeiro and A. Rower.

Passengers departed.

Per China, for San Francisco-Messrs. F. A. mer, A. J. Gomez, Capt. C. V. Henry, Mr. o. B. Horton, Messes Chas. N. Ferrier, R. Hampso , A. Zimmerman, Rev. M. J. O'nnor, Lieut. W. N. Campbell, Rev. and Mrs. B. Rogers and a children, Mr and Mrs. T. J. hith, Mr Tercy G. Dwyre, Dr. E E. Roberts, eut.-Comdr. A. W. Grant, Mr. J. N. Boyd v. and Mrs. C. C. Dru mond and 3 children, bsers. Otto Gaumar, J. C. Mulder, H. B. ambers, Lieut, R. Broo'e, Ir, Miss H. C. ites and mad, Mr. and Mrs. C. H. Lawson, iss D. M. Cameron, Messrs. J. C. C. Barthell, Nolasco, Lieut. and Mrs. H. F. Yarnell, essrs. M. Stucken, C. Layadia, Mrs. F. Giltte, Rev. E. W. Thwing, Messrs, Pavid Jones nd Albert Pein. For hina and Japan Ports Dr. A. B. Zanetti, Messrs, H. Smith, Geo. rumseig, P. W. McClintoch, Mr. and Mrs Hauptli, Mrs. E. Nolasco, Miss M. Nolasco, Iessrs. P. Nolasco, H. B. Graybil, H. W. nook, Alex. Mackie, C. Muller, Mrs. H. W. raser, Messrs. A. Gideon, J. C. Ferguson and on, Loo Yee loc, Co Major, E. B. Merchant, A. Forsaith, Deacon Elias, H. Kerwa, Mrs. Nolasco, Miss A. Nolasco, Messrs. Wm D. Yoyes, O. D. Wannamaker, D. G. Howe, Ch. ohnson, H. Hewitt, J. T. Shibata, and Mr. and Mrs. G. S. Oliver.

Per Venus, for Manila-Mr. and Mrs. Jose lugusto and child, Mesers. Francisco Antonio, ulio Danon and child, Antonio Martins, Ven-" incio Lopes Meliso, Chin Yin, Wong' Wong and Miss L. Lawrence.

Shipping Report.

Str. Queen Eleanor from Mororan :- Fresh breezes throughout, with thick fog last two

Str. Hellas from Wuhu:-From Woosung to amocks had light winds and foggy weather, emainder of passage, light variable airs and

Vessels in Port.

mgola, Br. s.s., 2,880, A. W. Cameron, 8th May,—Mororan 28th April, Coal.—D. &

angkok, Ger. s.s., 1,267, F. Buche, 7th May, -Bangkok 27th April, Rice.-B. & S. Bogstad, Nor. s.s., 1,981, S, H, Gullicksen, 7th May,-Canton 5th May, Gen.-Asgaard-Thoresen & Co.

Carl Diederichsen, Ger. s.s., 774, H. Schlaikier, 8th May, - Haiphong 4th May, Gen. - J. &

orsteck, Ger. s.s. 1,814, Ohlerich, 9th May,— Newport 18th Jan., and Hone Kohe Bay 5th May, Ballast .- J. & Co Gulf of Venice, Br. s.s., T. H. Cook, 7th May,

-Manila 4th May, Gen.-Order. Haimun, Br. s.s., 636, A. J. Robson, 9th May, -Tamsul via Amoy and Swatow 8th May, Gen .- D., L. & Co.

Hangsang, Br. s.s., v. 156, Wilde, 9th May,— Canton 8th May, Gen.—J., M. & Co. Hue, Fr. s.s., 705, Godineau, 7th May,— Haiphong and Hoihow 6th May, Gen.—A.

schia, Ital. ss, 2,784, C. Andrew, 5th May,— Bombay 17th April, and Singapore 29th,

Kumsang, Br. s.s., 3,077, E. J. Buller, 8th May,—Calcutta 23rd April, Penang 29th, and Singapore 3rd May, Gen.—J., M. &

Lycemoon, Ger. s.s., 1,138, Th. Lehmann, 9th May,-Canton 8th May, Gen.-S. & Co. Macquaire, Br. s.s., 2,073, St. John George, 25th April, Moji 21st April, Coal. G., L. &

Mausang, Br. s.s., 1644, R. Houghson, 30th April,—Sandakan 24th April, Timber and Gen.—J., M. & Co. Neumuchlen, Ger. s.s., 2,993, Fischer, 8th May, —Cardiff via Camreigne Bay 5th May,

Ballast .- J. & Co. Rajaburi, Ger. a.s., 1,189, G. Wendig, 7th May,-Bangkok 28th April, Rice and Meal:

Sungkiang, Br. s.s., 1,021, Pennelather, 8th May,-Ilolio 5th May, Sugar,-B. & S. Taintau, Ger. s.s., 1,072. O. Koch, 6th May,-Kohsichang, (Bangkok) 30th April, Rice, Gen and Wood.—B. & B.

Ualwood, Nor. s.s., 1,066, Carl Andirsen, 5th May,-Samarang 27th April, Sugar.-Yuen Fat Hong. Wik, Ger. s.s., 1,822, Curstens, 3rd May,-Newport oth Mar., and Fabang 23rd April,

Coal,- J. & Co. Yuensang, Br. s.s., 1,128, P. H. Rolfe, 8th May, Manila 5th May, Gon. I. M. &

Zafiro, Br. s.s., 1,611, R. Rodger, 8th May,-Manila 6th May, Gen .- S., T. & Co.

SAILING VESSELS. A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar, - Philadelphia 16th Oct., 1904, Case Oil, -8. O. Co. Travancore, Br. ship, 2,217, Harges, 30th April, -Cardiff 5th Sept., Patent Fuel. - Govern-

West York, Br. bq., 720, W. J. L. Fosts, 13th April,-Newcastle 15th Jan., Coal,-E. A.

Steamers Expected.

Vessels	From	Agents	Due		
Polic	Singapore . Singapore . Singapore .	P. & O. Co	May 14 May 15		
Manchuria Emp. of China. Aragonia	Japan Vancouver.	P. M. Co C. P. R. Co	May 18		
Manchuria Emp. of China.	Japan Vancouver.	P. M. Co C. P. R. Co	May 18		

Hongkong & Whampos Dock Returns. Kawlaan Dock. B. A. Broch Gulf of Venice

Ships Passed The Canal.

Outward-18th April-Andalusia, March, Benlomand, St. George Tige, Bringavia. 25th Atril-Benferig, Aberlour, Hecto, Tannenfels, Oldhamia, Scottish Benledi, Keemun, Manica, Daghestan, Monarch, Polynesien, Zambest. 28th April-Albenga, Withelmina, Hyson, Palma, and May-Antenor, Achilles, Priam. 6th May - Kolpino. 5th May - Caledonien, Glaucus. 9th May-Ambria, Inverte, Oopack, Merionethshire, Shimosa; Goldmouth,

Homeward-18th April-Richmond Castle. 25th April-Monmouthshire. 28th April-Tourane, Malacca, and May-Zieten. 6th

May-Pring Heinrich. 9th May-Manila. Arrivals at Home-18th April-Buralong, Gleningan, Alesia, Seneca. 25th April-Denbigsh hire, Prinsesse Marie, Prinzes Alice, Ocean'en. 28th April-Rhenanta, Patroclus, Stentor, Prina Regent Luitfold. 1st May-Jopan. 2nd May-Ras Issa, Persia, Tourane, Sattuma, 6th May-Keemun, Sin bia. 9th May - Benledl, Pak Ling. .

1 Mail will close for ! Haiphong-Per, Hanol, 11th May, 9 A.M. Swalow, Amoy and Tameui-Per Halmun,

11th May 9 A.M. Singapore, Penange and Colombo - Per Pera, 11th May, 11 A.M.,

Macao-Per Heungshan, 11th May, 1.15 P.M. Shahghai-Per Lyiemoon, 11th May, 3 P.M. Shanghai - Per Hangsang, 11th May, 3 P.M. Moji and Salina Cruz, (Mexico)-Per Kensington, 11th May, 3 P.M. . Holl ow and Haiphong-Per Carl Diederich-

sen, 1 rth May, 5 P.M. Macao-Per Heungshan, 12th May, 1.15 P.M.

Manila-Per Yuensang, 12th May, 3 P.M. Cheloo and Tsiniau-Per Eiger, 12th May, Mauritius-Per M. Strave, 12th May, 3 P.M.

Sandakan-Per Mausang, 13th May, 11 A.M. Manila-Per Zafiro, 13th May, 11 A.M. Singapore, Penang and Bombay-Per Ischia, 3th May, 11 A.M. Macao-Por Houngshan, 13th May, 1.15 P.M.

Mahila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairne, Townsville, Bris-bane, Sydney, Hobart, I aunceston, New Zea-land, Melbourne, Adelaide and Perth-Per Teinan, 13th May, 3 P.M. Macan Per Houngshan, 15th May, 1.15 P.M.

Dumbea, 16th May, II AM Singapore, Penang and Calcutta - Per Kumsang, 16th May, 2 PM. Tsingtau, Chefco and Tientsin-Per Chikli.

Tientsin-Per Wosang, 18th May, 2 P.M. Manila-Per Rubi, 20th May, 10 A.M. Europe, &c., India, via Tuticorin-Per Chusan, 20th May, 11 A.M. Cebu and Iloilo-Per Sungaiong, 23rd May,

Shanghai, Nagasaki, Kobe, Yokohama Victoria and Vancouver, (B.C.)-Per Athenian 24th May, 11 A.M. Cebu and Iloilo-Per Kaifong, 25th May

Frederich, Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne-Per Pring Segismund, 30th May, 10 A.M. Europe, &ce. India, via Tuticoria l'e Brnest Simons, 30th May, 11 A.M.

VISITORS AT THE HOTELS.

Josling, Major C. L.

Kaya, Major and Mrs. Watkins, R.E., Capt. Reisall, Major & Mrs. and Mrs.

White, Dr. and Mrs.

	-	Nagasaki
PR	(T	Kagoshima
	Meadus, EngComdr.	Oshima
eattie. A.	and Mrs.	Naha
eattie, M. P.	Moxon, Mr. and Mrs.	Ishigakijim
Bentwick, Capt. and	Herbert	Taihoku
Mrs. and children	Muelle, I.	Taichu
Bourcheir, Mr. & Mrs.	Oliver, Mr. and Mrs.	Tainan
frown, Mr. & Mrs. D. E.	Ollia, F. B.	Koshun
Sunney, Col. and Mrs.	O'Neil, I. I. Hottoh	Pescadores
F.W. and children	Painter, Maj. and Mrs.	Weibaiwei
Inthier A N	Parker, R.W. A. R.	Guizlaff
lotbier, A. N. Dixon, Mr.	Parker Mrs	Sharp Peak
Dixon, Mr. Dymock, Lleut. A.	Parry Major	Amoy
Edwards, Mr. and Mrs.	Payton, Cant. H. W.	Swatow
Gales, Capt.	Phillips, Major	Canton
Hallingworth, Mr. and	Plate, Mr. and Mrs.	Hongkong
Man	Pollock, K.C., Mr.	Victoria Pe
Mrs. Hardy, Mrs.	Rymer, Mr. and Mrs.	Gap Rock
Harker, B. Brotherton	Sawer Mrs	Macao
Hassan, Mr. and Mrs.	Sinelair A	Haiphong
Haynes, Col.	Smith C W.	Manila
Haratand W A	Smith, Mr. and Mrs.	Bacolod
Delegano A	Spaickhaver, W. O. C.	Iloilo
Hott, Mr. and Mrs.	Stokes Mr	Cabu
F Toget	Thomas, Mr.	C. St. Jam
F. Taget	IIA W von	Openia Paris
Hadig, D. effices, H. V.	Vandin Conton	
Childs to Me	Vereker Cant and	Water State

CELEGRAPI	I, V
Perkins, Mr. and Mrs. T. L. Platt, E. V. Ranney, Mrs. F. O. Roach, Mrs. J. S. and child Russell, Mr. and Mrs. S. M. Sherman, Mr. and Mrs. Skott, C. Snewin, E. A. Somerville, Geo. Soper, C. H. Stanley, Dr. T. Stanley, H. H. Stein, A. L. Stewatt, W. M. Thompson, M. A. Thompson, M. A. Thompson, M. A. Vickers, I. S. Vickers, I. S. Vickers, R. C. Womyss, J. L. Woolmer, Mr. and Mrs. C. E. Wright, Mr. and Mrs. Zehrmann, F. C. Zacharias, H.	Alacrity Albiop Androme Astrans Bonavent Centurior Cherab Disdem Pame Glory Handy Hart Hecla Hogue Honder Iphigenia Janus Kinsha Moorhen Ocean Ocean Ocean Ocean Ocean Otter Rambler Robin Sandpipe Sirius Taku Suilej Tamar Teal Vengean Virago Waterwi Whiting Woodco Woodlas Voodlas
Torney, Mrs. A.	-

Womyss, Hanron, J Harding, R Woolmer, Hurst, R.N., Engineer-Wright, M Zehrmann, Innes, Capt. R. Zacharias, CRAIGIEBURN. Barnett, H. J. Q. Smith, H. Torney, Mrs. A. Torney, Miss Gaskell, Mr. and Mrs. Marchant, Capt. and Torney, Miss J. Webb, Mr. and Mrs. Mrs. and children Riadore, R.N., Lieut. Montague Commander & Mrs. Wilson, Dr. Newell and children Woodward, Mr. & Mrs Smith, Mr. and Mrs. and children Wright, Mrs. R. J. L. Smith, E. Grant and children KOWLOON. Carrick, Mr. and Mrs. Maclean, Lieut. J. Mitchell, Mr. Stevenson, Lt.-Comdr. Enstace, Bert. Gibbs, Capt, and Mrs.

Bingham, Mr. & Mrs. Kerr, F.

Clark, Hon. Dr. Francis Oliffe, O.

J. E. and child

Birbeck, R. J.

Bonner, E. A.

Bowack, G.

Bowden, V. R.

Broughall, L.

Borthwick, Mrs. R.

Cochen, Mrs. F. S.

Cunningham, G.

Davies, Mrs. J. T.

Davies, F. O.

Deacon, F. B.

Doolittle, F. H.

Entsborn, Mr.

Felvus, C. P.

Fictcher, H

Frost, B. L.

Gordon, E. N. S.

Grant, A. W.

Haines, C. V.

Hall, Capt. 7.

Hammond, B. A.

Glover, C.

Douglas, Capt. & Mrs. J.

Foreman, Mrs. A. W.

Grone, Dr. and Mrs. F.

Downing, Mr. and Mrs. Skott, C.

Heriot, R.M.L.I., Capt and Mrs. Mackay OCCIDENTAL. Andrews, Mr. and Mrs. Marchant, Capt. Martin, Mariano and family Mrs. and Bockelmann, L. McGill, children Bohlan, O. Moser, E. Chandler, Lieut. Munro, Miss A. -Fisher, R. Pennefather, Mrs. Gerard, Capt. J. C. Pinggera, Dr. Hurly, Major M. R. Kerkhoven, Mrs. and Pirns, Sitnino Lopes Schlaikier, Capt. and Keyt, Dr. Schlüter, Mr. and Mrs. Lowe, Mr. and Mrs. J. Williams, Mrs. G. W. Winter, J. R. Marchant, Mrs. and Yameli, Mrs. H. E.

Watson, Mr. and Mrs.

children

1	CHINA COAST METE	OROL	OQU	CAL	REG	137	ER.
١	May 4th	, 190	5, 2	,m,			
١		Bar.			wi.	d	We
1		13/21:	. 1	1	1	,,	****
١	Vladivostock. 7 a.m.	-	-			_	
١	Nemuro 6 a.m.	29.65	-	-	-	0	-
ł	Hakodate "	20 73	-	-	w		
۱	Tokio	29.98	-	-1	W	2	
ı	Kochi	10.07	-	-	W	0	-
ı	Nagasaki	30,19	-	区	-	0	-
٦	Kagoshima	30.16		-	HE	3	-
	Oshima	30.16			-	0	-
	Naba	30,13		-	_	9	
	lshigakijima	10.00				6	_
	Taihoku 5 a.m						
	Tainan		Ξ				
1	Koshun				1.1		T
,	Decembers.		_	-	-		_
	Weihaiwei 9 s.m	30.12	62	_	8W	1	ь
	Gutzlaff	30.23	58	70	SSE	7	þm
	Sharp Peak	30.18			ENE	2	A
	Amoy 6:30 B	30.12	63	67	ME	1	C
٠	Swatow	30.08	66	95	ME	4	0
•	Canton, 9 a.m	30.09		77	ME	3	b
	Hongkong roa.m	30.10	72	69	ENE	4	0
,	Victoria Peak	1-	-	-	E	0	_
	Gap Rock "	30.00		~	ENE	5	-
	Macao	30.07	73	-	E	3	0
*	Haiphong "	-	-	_			
	Manila						1
	Bacolod 9 a.m	100			N.A.	3	od
٠	Caho	.4.4	1			17	b
į.	C. St. James, toa.m		12		-	1	
•	Or Original State	1		1:0		1	
	1						

Vladivostock 7 a.m. - - -Nemuro ..., 6 a.m. 30.00 - - BW 4 -Hakodate ... Tokio 30.03 - - ME 4 -

Temperature

NANE.	CLASS.	Tons.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED
				2 222	Commander Harbord	Hongkong
acrity	despatch-vessel	1,700		3,000		
bion t	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	
ndromeda	cruiser, set class	11,000	16	10,500	Captain R. Nelson Ommanney	
STREE . See Sam . at.	cruiser, and class	4,360	10	7,000	Captain Lionel G. Tufnell	
onaventure	cruiser, and class	4,360	10	7,000	Captain H. H. Torlesse	
enturion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
bernb	water tank and tug	390	-	300	nemental to the second	Hongkong
ladem	erniser, ast class	11,000	16	16,500	Captain H. W. Savory	Sen route to Sin
100 G115 1 1999 1 999 1 991				-		L boin
ame	torpede boat destroyer	305	6.	5,700	Lieut. Commander Stevenson	Hongkong
lory *	battleship, tet class	12,950	10	13,500	Captain Hon, Biopford	
andy	torpedo boat destroyer	275	6	4,000	Reserve	
art in the state the	torpedo boat destroyer	275	6	4,000	LieutCommander Richards	Hongkong
ecla	special service torpedo-v	6,400	-	2,400	Captain E. F. B. Charlton	en route from 6'por
ogue	ertiser, tet class	12,000	14	21,000	Captain Shortland	Unnakona
amber	storeship	1,640		800	Lieut, P. M. Riadore	CT
Almonto.		3,600	. R	7,000	Captain William B. Fawckner	- Qinganasa "
4919 A	tomade boat destroyer	280				
DD\$				1,900	Lieut-Commander E. V. F. R. Dugmon	
ntha	river gunboat	85	7	1,200		
corben	0 0 0	180	7.	800	Lieut-Commander F. B. Noble	
COMMISS SAME AND AND	batileship, 1st class		10	15,500	Captain T. G Greet	It III am a branch at 1
tter	torpedo boat destroyer	350	0	0,300	Reserve	
ambler	surveying-vessel	835	6	650	Commander C. B. Monro	
obin	river gunboat	85	3	240	LieutCommander Robert E. Vaughan	West River
indpiper	river gunboat	85	3	240	Lieut,-Commander H. T. Atlay	Hongkong
rius	cruiser, and class	3,600	8	7,000	Captain C. H. H. Moore	1 441
ipe		-85	2	240	Lieut-Commander Davidson	Afternature.
L.	commende base Walterman	250		6,500	Reserve	
attat		12,000	14	21,000	Captain W. L. Grant	
	A 47 2 414 1416		1.2	21,000		The same and the same and
amar	receiving ship to	4,650	, .	800	Time Commander Dr Commen	Vanetare
BALL SALES AND AND AND AND	river gunboat		0		Castala V A C Williams	
belignes		3,400	0.	9,000	Captain J. A. C. Wilkinson	Singapore
engeance		12,950	16	13,500	Rear-Admiral C. H. Adair	
18g0			0	6,300	Lieut-Commander Gregory	
aterwitch		620	314	450	Commander R. W. Glennie	
hiting	Samuela freet Jantennan		6	5,900	LieutCommander C. E. L. Thomas	
oodcock	- duin makest		. 2	550	LieutCommanderHugh Somerville	Yangtaze
oodlark			1	550	Lieut. Commander Inc. F. Knox	Yangtsue
7 ()	3 0	· ·	200			T
	'	4		[. '		
5 × 3 5			,			
2.	* . *	14 In 1	1:			1
4.*	J - , 1		1			
					-	

HIS BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.

DESIGN WENT OF THE ON ON THE OUTER OF A PROPERTY

NA	MR.		FLAG AND DESCRIPTION.	Tons.	Guns.	н. Р.	COMMANDING OFFICERS.	LAST REPORTED AT
Acheron	•••		armoured gunboat	1,796	10	1,700	Lieut Ferret	Saigon
Argus	est;	*** ***			-	500	Lieut, Jeannel	
Avalanche		*** ***		* 1	1 5	150		Halphong
Baionnette	+88	101	river gunboat	: -		150		Saigon
Caronada		*** ***				150	Lieut, Hue	
Casso-tête	***	*** ***	river gunboat		5	150	* * * * * * * * * * * * * * * * * * *	Saigon
Coměte	** .	F02 485			1 4	438	Lieut, Merveilleux du Vignaux,	
D'Assas	040°	781 444		***	31	9,500	Captain Allaire	Bale d'Along
Décidée	454	101 10				1,000	Licutenant L'Eost	
Descartes		844 44	Cruiser		14	5,500	Commander Amet	Linkson
Estoc	•	444 461		-	—	-	Lieut, Mère	
Francisque	Baja	*** ***		303	1 . 7	6,300	Lieut Cotoni	
France	Ten	*** ***	destroyer			303	Lieut. Jehenne	Haiphong
Guichen †		*** 181			₹ <u></u>		Cont Didaw	Saigon
Gueydon		441			. 7	20,200	Capt. Ridoux	Tratabana "
Henri Riv	icie	100 100			1 7		Lieut Portier	
Jacquin		444 440		200	0	308	Lieut. Corlouer	
aveline	· in	***	destroyer	-	I	300	Commander Sagot-Duvauroux	Champion & Chal
Kersaint		*** 4**		1,250	7	2,200	Commander Simon	
Lynx		*** 141	4 4 4	•	1	10.60-	Armbruster	Dafa diklama
Montcalm		*** 10		14.11	13	19,600	Capt. Duval	Colone (
Monsquet	***		1 1 4		7	0,300	Lieut. Prat	City and a state of the state o
Olry							Lieut, Grelliet	PARAMETER .
Peiho	***	*** **	gunboat		1 7	6.000		H 10 7 75
Pistolet	***	*** . "	and market		7	6,300	In the state of th	Calling .
Protee					8	6.00	Comme los C D Sf Deldielle	Gatasa
Redoutabl					1 -	6,071	1	* Literature
Sabre	2				1	1.500	Court Dunadan	Calman
Styx				1-014	38	1,700		The State of the Landson
Sully	+++	*** 10	- munhace	2	30	20,000	With the State of	Their didlemen
Surprise	sie :	*** !*			-	900	Lieut. Roque	Upper Yangtee
Takiang '	***	*** ***		960	A	A	Cant Termiem	Calman
Takou	441	*** 10	4 4 7- 4	4	1 44		Capi. Terquem	Salgon
Vauban	.016	888 49			23	4,560	Lieut. Brugnon	Canton
Vigilante	***	*** 19	river gunboat	123	('	500	Lieur Dinknon in	
-	•			1	1 9 3	' '		100

* Plagship of Vice-Admiral Bayle, Commander-in-Chief.
† Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command.

DR. McLAUGHLIN. ELECTRO VIGOR COMPANY

HAS REMOVED THEIR OFFICE TO

No. 38, Queen's Road Central.

WHAT AILS YOU? WRITE AND TELL ME, OR CALL. I'VE CURED THOUSANDS AND EVERY MENT FOR MY ELECTRO VIGOR.

WRITE ME TO-DAY FOR MY BEAUTIFUL ILLUSTRATED BOOK WITH CUTS SHOWING ELECTRO VIGOR IS APPLIED, AND LOTS OF GOOD READING FOR MEN. EXPLAIN-ING HOW I CURE SUFFERERS.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, ECYPT, IARSEILLES, LONDON, HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA,"

Captain Boyer, will be despatched for MAR. SEILLES on TUESDAY, the 16th May,

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in

Next sailings will be as follows :-

S.S. ERNEST SIMONS ... 30th May. S.S. POLYNESIEN13th June.

S.S. CALEDONIEN27th June.

G. DE CHAMPEAUX, Agenta

Hongkong, 2nd May, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERI-CAN and SOUTH AFRICAN PORTS.) THE Steamsbip.

."CHUSAN,"

Captain H. W. Kenrick, R.N.R.; carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Posse in connection with the Company's S.S. Himalaya, 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hong-

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 2nd July.

Parcels will be received at this Office until a P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent. Hongkong, 6th May, 1905.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY.

TOW-BOAT COMPANY.

.Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

MOJI, KOBE AND YOKOHAMA.

Steamer,	Tons.	Captain.	Sailing.
Hyndes* Piciades : Shawmut Tremont	3,753 3,753 9,606 9,606	Geo. Wright F.G. Purington E. V. Roberts T.W. Garlick.	At. May 23 June 30 July 12 Aug. 8
Steamer m		(*) have no se dation.	cond-class

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC

Cargo only.

LIGHT, DOCTOR AND STEWARDESS, The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness

at sea. Electric san in each room. Barber's shop and steam-laundry. Cargo .carried in cold storage.

For further Information, apply to DODWELL & CO., LIMITED,

General Agents. Queen's Buildings. Hongkong, 9th May, 1905.

BOO CHEONG, STATIONER AND PAPER MERCHANT,

TTAS always on hand all varieties of II Stationery, Printing and Note Papers. Copying Presses, also Automatic Cyclostyle 37, DES VOLUX-ROAD CENTRAL, HONGKONG, and Ellams Duplicator. From the University of Pennsylvania, U.S.A. and Eliams Duplicator. Hongkong, 23rd February, 1905.

No. 20, Pottinger Street.

For Sale,

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT

\$4.50 per Cask 375 lbs. net ex Factory. \$2,70 per Bag 250 fbs. net ex Factory. SHEWAN, TOMES & Co., General Managers. Hongkong, 7th March, 1995.

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quarts) | Non

Special Prices for Quantities Sole Agents :-

SIEMSSEN & CO. Hongkong, 10th January, 1901. FOR BALE.

NCANDESCENT GASULINE LAMPS Chi OF ALL DESCRIPTIONS, from the best makers.

NCANDESCENT MANTLES, CHIMNEYS, GLOBES.

SHADES, &c. for GASOLINE AND GAS LAMPS

at the most moderate Lamps fixed up for Tal Buyers free of charge.

Naphtha of the best

kind kept in stock. TAI KWONG CO.. 56, Lyndhurst Terrace.

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES, Geo 48, DES VŒUX ROAD.

Hongkong, 2nd May, 1904.

CHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329. Hongkong, 181 October, 1904...

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

FOREST LODGE," Caine Road. Apply to-H. N. MODY.

1 [527 Hongkong, 4th May, 1905.

TO LET.

LARGE BUNGALOW, with splendid View of the sea front, No. 2, BAY VIEW, K. KOWLOON, containing Five Large and Three Small Rooms, with complete Electrical fittings, Si Tennis Court and Garden.

Apply to-H. RUTTONIEE Hongkong or Kowloon.

. [53] Hongkong, and May, 1925. TO LET.

KNUTSFORD Kownoon. Apply to-THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. TO LET. NO. I, STEWART TERRACE,

Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 26th March, 1904.

TO LET. BUILDING at CAUSEWAY BAY, in present in occupation of the Steata Laundry Co., Ltd.

No. 1, RIPON TERRACE. FLATS in MORETON TERRACE, facing Polo Ground. OFFICES in course of erection, CON-NAUGHT ROAD (DERT BLAKE PIER).

App'y te-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 30th March, 1905.

GODOWNS: PRAYA EAST.

TSIN TING.

LATEST METHODS OF DENTISTRY. STUDIO AT NO. 14, D'AGUILAR STREET. REASONABLE FRES. Consultation Free /

Straits Prading Company, Limited

Tientsin Native City Waterworks Company, Ld

Tientsin Waterworks Co mpany, Limited

A. S. Watson & Co., Limited

Hongkong, 30th July, 1904 THE AMERICAN SYSTEM

ENTISTRY. M. H. CHAUN, D. D. S. Hongkong, 4th Jane, 1904

QUOTATIONS. SHARE

List !

T.TIS. 100

-T.Tis. 125 sn

\$186 buyers

Sigi-buyers

Sit buyers

Supplied by Messrs. Benjamin, Kelly & Ports. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

6	Supplied by Messis. Benja		ALUE.		POSITION AS PER	AT WORKING ACCOUNT.	LAST DIVIDEND.	AFROKIWATE RETURN'AT PRESENT OUOTATION.	CLOSING QUOTATIONS.
1	BANKS. Jongkong & Shanghai Banking Corporation	80,000·	\$125	\$125	\$8,000,000 \$8,000,000 \$250,000	11,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	51 %	(\$795 sales London & 801
0,	National Bank of Ching, Limited	60.925	£7	£5	\$200,000 \$1,400,000}	\$41,768	\$2 (London 3/6) for 1903		\$37 buyors
	Canton Insurance Office, Limited	0,000	\$250	\$5 <u>0</u> ,	{ \$950,000 }	\$150,494	\$17 for 1903		
	China Traders' Insurance Company, L'mited	24,000	183.33	\$25	\$151,992 \$362,366 \$371,445	Nil.	\$41 for year ended 30.1.1904	100	S57 buyers
	North China Insurance : empany, Limited	10,000	£15	£5	Tis. 800,000	Tis. 217,119	Interim of 7/6 1904	8 %	Tis. 82 buyers
2	Union Insurance Society of Canton, Limited	10,000	F250	\$100	\$372,749 \$893.110 \$846,773	\$2,078,997	\$35 for 1903	5 %	\$7co sellers
7.1	Yangtsze Insurance Association, Limited	8,000	\$100	\$60	\$700,000} \$37,794} \$1,000,000	\$486,284	\$12 and \$3 special dividend-for 1903	91 %	\$160
	FIRE INSURANCES. China Fire Insurance Company, Limited		\$100	\$20 \$50,	\$125,675	\$329,047 \$360,372	\$6 dividend & \$1 bonus for 1903	3.1	\$86 buyers
1	Hongkong Fire Insurance Company, Limited SHIPPING, TUG AND CARGO BOATS. China and Manila Steamship Company, Limited	,	\$25	\$25.	\$5,coo	\$8,832	\$1 for 1904	5 %	S21
3,	Dauglas Steamship Company, Limited	20,000	\$50	Sto	\$85,439	Nul.	to the state of th		\$35 sales
1	Hongkong, Canton & Macao Steamboat Co., Ld		F.r.5	\$15	\$600,000 \$158,444 £205,000	1 1 1 1 1 1 1			S124 buyer
	Indo-China Steam Navigation Company, Limited Shanghai Tug and Lighter Company, Limited	100,000	£10	Z10	£100,000.	TIF. 43,762	Tls. 24 fi al making Tls. 44 for 1904 Tls. 12 final making Tls. 32 for 1904	3 2 2	Tis. 55 sales Tis. 50 selle
4	Do. (Preference) "Shell "Transport and Trading Company, Limited.	1,000,000	£10	£10	£4,116 \$60,000	E1 282	(\$1.80 & b. 40 cts ?		\$37 sales. \$38 sellers
	"Star" Ferry Company, Limited Straits Steamship Company, Limited	4 1	\$10	\$100	\$15,093 \$400,000 \$ 21,075	\$21,231	\$10 for 1904	8 4	\$125 sales
	Taku Tug and Lighter Company, Limited		T.Tla.5	T.Tls. 50	Tis. 276,679	l Tip 6	Final of Tls. 12 making Tls. 32 for 1904	117 %	Tis, 28 buy
st :	REFINERIES. China Sugar Refining Company, Limited	20,000 7,000	\$100	\$100 \$100	\$450,000 none	Dr. \$85,987	33 10r 1897	1940 1 250	\$125 sellen \$27 buyers Tis, 60 buy
	Mining. Chinese Engineering and Mining Company, Ld	1,000,000	E.	Tis. 50	£40,000	£7,820	No. 3 of 1/6		TIS. 7 G 517
4	Oriental Consolidated Mining Company, Limited Raub Australian Gold Mining Company, Limited	50,000 50,000	G \$10	G, \$10 18/10 £1	£4,873		water and that will be seen		\$4 seliers
-	Cociéié Française des Charbonnages du Tonkin DOCKS, WHARVES & GODOWNS.		Fcs. 250		C. caril250,024	F CS. 05,700	Final of Fcs. 25 making Fcs. 55 for 190	3	\$490 \$33.buyers
	Gen. Fenwick & Co., Limited		\$25	\$25	\$70,000 \$58,423 \$10,000	\$ 500,400		. "	Sios buyer
ьt	Hongkong & Kowloon Wharf and Godown, Co., Lo	"	5 50	\$50	\$300,000 \$250,000 \$33,500		cas distant and the house for and half	TI VIA	
	Howarth Erskine, Limited	12,000 f.000	\$100 \$6}	\$100 \$6 1	\$60,000 \$55,500	5489	\$10 div. & \$5 bonus for year end. 30/6/6	24. 51 %	\$270 buyer \$21 sellers \$255 buyer
	Riley Hargreaves & Co., Limited	55.200			A Property of	Tis. 48,153	Tis. 5 interim for 1904/5	8 %	Tis, 155
_	Shanghai and Hongkew Wharf Company	37.000	Tis. 100	\$100	\$2,100,000 Tls. 17.500	5200,649	Sie for and half year making \$26 for 10	04 6 %	\$395 seller
d.	Astor House Hotel Company, Limited (Shanghai)	30,000	Tis. 100	\$25	none Tis. 34,000	\$9,989	\$21 for year ended 30.6.1904	8 %	\$29 sales
27	Astor House Hotel, Limited (Tientsin)		T.Tis. 9	T.Tls. 5 \$50	o Tls, 8,000 \$100,000 \$10,000	\$3,55		3	
	Hongkong Land Investment and Agency Co., Ld. Hotel des Colonies Company, Limited (Shanghai)	50,000	\$100 Tis. 2	1201	\$250,000 Tis, 13,986	\$37,87 Tis. 68	Tis, 0.87 for the year ending 31.3.1904	4. %	226 810
id W,	Limited Limited	# 1 £0/000,	\$10	\$10 \$30	\$50,000 \$50,000		7 . \$3 for 1904	71 %	
ec 35,	los de la real legentement Company Limited	52,000	Tis. 50	Tis. 50	Tis. 828,813 Tis: 170,000	Tis.,67	Tls. 5 for 1904	10 %	Tls. 47 sello
	Tientsin Land Investment Company, Limited	3,764	Tis. 25	7ls. 100	Tls. 67,300	Tls. 5,15	None None	58 %	Tls. 125 Tls. 12 buye S55 sollers
1, 31	COTTON MILLS.	15,000	Tis. 50		none	Tis. 11,65	5 Tis. 4 for year ended 31.10.1993	o# %	Tis. 37 1 841
	Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	34	510 Tls. 75	\$10	Tis, 50,000		· · · · · · · · · · · · · · · · · · ·	1 .	Tis. 35 buye
F,	Laou-kung-mow Cotton Spinning & Weaving Co., L.	.d. 8,000	Tis, 10	Tis. 100	none	7.3 Tls. 10,00	o interim of 4 % a/c 1898 on 6,000 share	S	115. 180
T.	CIGARS AND TOBACCO COS. Albambra, Limited	7.500		\$10	\$77	******	S125 for year ending 30 6.1900		\$100 buyers \$91 sollers Tis. 68 buye
37	Shanghai-Sumatra Tobacco Company, Limited Miscellani ous. Anglo-German Brewing Company, Limited	4,000	Tls. 20		Tis, 24,826 Tis, 25,000		First year	To the second	\$115 buyers
E,	Beil's Asbestos Eastern Agency, Limited	6,604 1,200 6,000	12/6	12/6 \$10	none ,\$8,000		Final of 60 cents making \$1.80 for 190.	81 %	\$36 \$21 sellers \$100
	Do. (Founders')	24,000 50,000	\$15 \$15 \$12	512 571 512		Nil	Preferential of 7 per cent for 1904	61 % 71 %	\$8 sellers \$13 sellers Tis. 65 sales
T.	China Flour Mill Co., Limited	30,000	Tis, 50 Sig Sig	\$10	Tis. 30,000 none \$8,0000	3.73	None 80 cents for 1904	91 %	\$10
-	E. L. Mondon, Limited	7,00	Tis. so		none \$1,12,500	Dr. Tls. 152,31	6 35 div. and 321 bonus for 1903	8 %	Tis. 25 sales 193 buyers \$201 sales
III ata	Green Island Cement Company, Limited	50,000	\$10	\$5	\$400,000 \$25,000 \$186,000	\$7,55	Final of \$14 making \$24	10} %	\$17 \$24 buyers
,	Hongkong & China Gas Company, Limited Hongkong Electric Company, Limited	\$ 30,000			£3,000		(\$1.00 } for year ending 20.4.1004	5 5 7 8	\$175 bayers
ng.	Hongkong High-Level Tramways Company, Ld	1,250 5,000	\$100	\$100 \$25	\$50,000	\$2,79 \$5.35	5 Sis for year ending 30.11 1904	:7 %	\$200, buyara \$242 \$151
).	Hongkong Steam Waterboat Company, Ld	15,000	\$10	\$10	\$2,500	\$29	Final of 70 cts. and 50 cts, bonus makin St. 50 for the year ended 30.9.04	101 %	\$135 buyers
T	Katz Brothers, Limited Lane, Crawford & Co., Limited (Shanghai) Mastschappli (tot Mijn-, Bosch- en Landhouwex	2,500	\$100 \$100 Gs. 10	\$100	none Tls. 528,210	Tls. 35,84	Interim of \$5	7: %	\$140 buyên
έç	Maynard and Company, Limited	3,400	\$10	Sto	Tis. 19,46		\$2 for year ended 31.10.1904	9 %	\$23 \$54 sales
1	Shanghai & Hongkong Dyeing and Cleaning Co., I	d. 1,200	\$50	\$50	None Tls. 145,000	Dr. \$5,53	None		
	Shanghai Horse Bazaar Company, Limited	4,500	Tis. 5	o Tla. 50	Tls. 45,000	Tls. 10,24 Tls. 6,95	7 Tls. 5 for 1903	91 %	Tis. 75 sales Tis. 150 sales
Y.	Shanghai Waterworks Company, Limited	6,000	\$50 \$25		_	Dr. \$39,02	None	8 %	\$80 \$25
	Straits Prading Company, Limited	() 10,000	5 5	\$ 3	\$25,000 \$750,000		Sio for second half year 1974	31 %	St 50 buyers

Interim of so cents for year 1901/1905 William Powell, Lington T. T. \$3,000 Printed and Published by Joss Padro Brade, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,

\$50,000}

Tis., 15,259

\$20,000

\$250,0007

\$25,000

Tls. 2,075

Tis, 2,211'

(St div. and 35 cents bonus for half year)

{90 cents } for year ended 31.5.1904

Interim of 50 cents for 1904

Sto :

9,900

90,000

100

Tls. 100 Tls. 100

T.TL 100 T.TL 100

Sto

No. t. Ice Hease Road to the Oliv of Victoria, Hoogkoog,